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STATE OF WASHINGTON

FOURTH ANNUAL REPORT

OF

THE RAILROAD COMMISSION
OF WASHINGTON

TO

THE GOVERNOR

Covering the Period of the Calendar Year
1909

COMMISSIONERS:

H. A. FAIRCHILD, *Chairman*.....Term Expires June 9, 1911

JOHN C. LAWRENCE.....Term Expires June 23, 1913

JESSE S. JONES.....Term Expires June 16, 1915

F. M. LARNED, *Secretary*.

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LETTER OF TRANSMITTAL.

**STATE OF WASHINGTON,
OLYMPIA, December 31, 1909.**

Hon. M. E. Hay, Governor, Olympia, Wash.:

SIR: We have the honor to transmit herewith the report of
The Railroad Commission of Washington for the year ending
December 31, 1909.

Respectfully,

THE RAILROAD COMMISSION OF WASHINGTON.

H. A. FAIRCHILD, *Chairman.*

JOHN C. LAWRENCE.

JESSE S. JONES.

F. M. LARNED, *Secretary.*

LIST OF INFORMAL COMPLAINTS.

No. 332. City of Olympia

v.

Northern Pacific Railway Company.

Complaint—Insufficient lights at depot.

Disposition—Tungsten lights installed to replace 32-candle and arc light placed on corner of depot.

No. 333. D. F. Bennett

(Olympia)

v.

Atchison-Topeka & Santa Fe.

Complaint—Claim for refund on ticket.

Disposition—Submitted to I. C. C., which held that there was no refund due.

Closed.

No. 334. E. C. Higgins

(Spokane)

v.

Great Northern Railway Company.

Complaint—Claim for lost ticket.

Disposition—Company denied responsibility. Attorney General instructed to bring suit to test question of responsibility of company under such circumstances.

No. 335. C. A. Lundy & Co.

(Kennewick)

v.

Northern Pacific Railway Company.

Complaint—Claim for refund on shipment of grain.

Disposition—Shipment made by construction department at higher rate. No overcharge and no proof of discrimination shown.

Case closed.

No. 336. E. B. Palmer

(Seattle)

v.

Express Companies.

Complaint—Concerning the limits of free delivery by express companies in the city of Seattle and asking for an extension of the limits. In order to avoid multiplicity of actions the Commission entered into correspondence with the chambers of commerce of all cities having a population in excess of 5,000, also informally took up with the

express companies the extension of the limits in such cities with the following results: Delivery limits in Aberdeen extended to the satisfaction of the Chamber of Commerce of such city; limits extended in the city of Tacoma to the satisfaction of the citizens; limits extended taking in 30 additional blocks in the city of Spokane; limits extended in the city of Bellingham to the satisfaction of the citizens of Bellingham; limits extended in the city of Seattle to the satisfaction of the Chamber of Commerce of Seattle; no complaint was received in answer to letter from Ellensburg, North Yakima, Vancouver, and Everett; Olympia Chamber of Commerce expressed themselves as satisfied with present limits; Walla Walla presented no complaint.

No. 337. E. B. Sieve **(Seattle)**
v.

Northern Pacific Railway Company.

Complaint—Fare to Clealum to be less than local rate from Seattle to Ravensdale plus rate from Ravensdale to Clealum.

Disposition—Investigation found same to be true, due to the rate from Seattle to Clealum being based on the short line mileage from Tacoma to Clealum, which does not apply on local ticket to Ravensdale.

No. 338. Robert Webber **(Prosser)**
v.

Northern Pacific Railway Company.

Complaint—Claim of overcharge on shipment of carload of emigrant movables.

Disposition—Found that there was an overcharge but not of the amount claimed. Refund allowed.

No. 339. J. M. Layhue, Ass't Supt. Pub. Ins. **(Olympia)**
v.

Great Northern Express Company.

Complaint—Concerning delay in express shipments from Olympia.

Disposition—Pending.

No. 340. J. H. Schoonover **(Port Townsend)**
v.

Port Townsend Southern Railway Company.

Complaint—Concerning station facilities on the line of the Port Townsend Southern.

Disposition—Transferred to formal complaint.

No. 341. Citizens of Eastern Washington

v.

Northern Pacific Railway Company.

Complaint—Concerning train service generally on Central Washington branch and connections with Great Northern at Adrian.

Disposition—Matter taken up with railroad officials and time table filed correcting the grievance complained of.

No. 342. P. H. Quårnburg

(Vancouver)

v.

N. P. and S. P. & S. Rys.

Complaint—Relative to blocking of 26th street crossing by trains of Northern Pacific and Spokane, Portland & Seattle.

Disposition—Matter taken up with companies and assurance given that there would be no cause for complaint in the future.

No. 343. City of Kent

v.

Puget Sound Electric Railway.

Complaint—Concerning toilet facilities.

Disposition—Transferred to formal hearing; hearing held; order entered; relief granted.

No. 344. J. S. Anderson

(Colville)

v.

Great Northern Railway Company.

Complaint—Need of station at Blue Creek and better train service.

Disposition—Complaint satisfied by an order made in formal hearing relative to station facilities on Great Northern.

No. 345. H. G. Burns

(Reardan)

v.

Pacific Telephone & Telegraph Co.

Complaint—Refusal to make long distance connections with farmers' line.

Disposition—Informal investigation had. Company refused to make physical connection. Commission without authority under law to require same to be made.

No. 346. R. R. White

(Sumner)

v.

Northern Pacific Railway Company.

Complaint—As to charges covering carload of livestock originating at Rocky Ford, Colo.

Disposition—Complainant informed that adjustment of this claim would have to be made through the I. C. C.

No. 347. H. A. Saunders

(Wenatchee)

v.

Great Northern Railway Company.

Complaint—Facilities and train service at point near Wenatchee.

Disposition—Complaint investigated at a series of hearings on Great Northern concerning train service and station facilities. Change of train service brought relief desired.

No. 348. J. L. Craib

(Seattle)

v.

Northern Pacific Railway Company.

Complaint—Claim for damages resulting from the failure of the Northern Pacific Railway Company to promptly move carload of hay.

Disposition—On March 4th, 1909, the Commission notified Mr. Craib of his remedy, viz.: that he could proceed under the reciprocal demurrage law or at common law for his damages. No answer was received and on October 22, 1909, the Commission again notified him, asking if he wished anything further done and no response has been received to the inquiry.

No. 349. Joel Davis

(Startup)

v.

Great Northern Railway Company.

Complaint—Lack of station facilities at Startup.

Disposition—Transferred to formal hearing.

No. 350. C. L. Maynard

(Camden)

v.

Great Northern Railway Company.

Complaint—Lack of station building and agent.

Disposition—Transferred to formal hearing; railway company ordered to construct suitable station building and install caretaker.

- No. 351. Springfield Shingle Company** (Getchel)
v.
Northern Pacific Railway Company.
Complaint—As to method of returning bills of lading.
Disposition—After investigation, company agreed to afford remedy.
- No. 352. Raymond Commercial Club** (Raymond)
v.
Northern Pacific Railway Company.
Complaint—Lack of suitable toilets; connection with industry track; electric lights at station; additional street crossings to make station accessible; constructing approach to the station and loading platform.
Disposition—At an informal hearing the company agreed to install all the facilities asked for, which was afterwards done and complaint satisfied.
- No. 353. H. T. Robinson** (Newport)
v.
Great Northern Railway Company.
Complaint—Concerning the rate on fruit and vegetables from Wenatchee and vicinity.
Disposition—Case transferred to formal complaint against the Great Northern covering reasonableness of rates generally.
- No. 354. (Blank)**
- No. 355. Claussen Brewing Company** (Seattle)
v.
Northern Pacific Railway Company.
Complaint—Rates.
Disposition—Pending.
- No. 356. Climax Shingle Company** (Blaine)
v.
Great Northern Railway Company.
Complaint—Train crew interfering with the placing of cars set in for loading.
Disposition—Matter taken up on tour of investigation of facilities and satisfactory adjustment made.
- No. 357. American Seed & Nursery Company** (Seattle)
v.
Express Companies.
Complaint—Claim for refund against Wells-Fargo Co.
Disposition—Refund secured.
Case closed.

- No. 358. Powell-Sanders Company (Spokane)**
v.
Northern Pacific Railway Company.
Complaint—Transfer charges at Palouse on shipment, via N. P., W., I. & N., Northern Pacific connections at Palouse; shipment being interstate.
Disposition—Case closed.
- No. 359. R. J. Hill (Pullman)**
v.
Northern Pacific Railway Company.
Complaint—Refusal to honor ticket.
Disposition—Company agreed to refund any portion of ticket not used.
- No. 360. Electric Flour Mill Company (Palouse)**
v.
Great Northern Railway Company.
Complaint—Overcharge on shipment carload of wood.
Disposition—Company stated refund would be made.
Closed.
- No. 361. Edgar Holm (Lowden)**
v.
Oregon Railroad & Navigation Company.
Complaint—Station facilities.
Disposition—Transferred to formal hearing.
- No. 362. J. Hughes (McMurray)**
v.
Northern Pacific Railway Company.
Complaint—Refund for unused ticket which had expired.
Disposition—After correspondence, company agreed to make refund.
- No. 363. Riverton Improvement Club (Riverton)**
v.
Puget Sound Electric Company.
Complaint—Need of team track for unloading carload freight.
Disposition—Informal hearing had; company agreed to put in siding, which was subsequently done.
Case closed.

No. 364. Willoughby & Gallagher (Granite Falls)

v.

Northern Pacific Railway.

Complaint—Rates on kitchen cabinets from Toledo to Granite Falls.

Disposition—Complaint investigated; rate charged found to be correct. Tariff subsequent to shipment filed reducing rate two cents per hundred.

No. 365. Citizens of Mohler (Mohler)

v.

Great Northern Railway Company.

Complaint—Station accommodations.

Disposition—Transferred to formal complaint concerning facilities along Great Northern line. Relief granted.

No. 366. Citizens of Krupp (Krupp)

v.

Great Northern Railway Company.

Complaint—Lack of station facilities.

Disposition—Transferred to formal hearing; trial had; order entered granting relief petitioned for.

No. 367. G. F. Zimmerman (Seattle)

v.

Great Northern Railway Company.

Complaint—Embodying claim for overcharge, where 60,000-pound car was ordered; 80,000-pound car furnished and shipment made of 72,303 pounds and minimum charge made for 80,000-pound car.

Disposition—On this complaint formal citation was issued against the railway company to correct their present tariff concerning minimum weights. After consultation the company corrected the matters complained of and issued new tariff in conformity with the views of the Commission.

No. 368. J. E. Raines et al. (Sultan)

v.

Great Northern Railway Company.

Complaint—Petition filed by farmers, residents near Sultan, complaining of the failure of the Great Northern to place culverts under their track and to properly drain lands in the vicinity.

Disposition—The Commission offered its good offices to bring the land owners and the Great Northern together. A conference was held in Seattle, the result of which culminated in an agreement on the part of the Great Northern to dig certain ditches and fix their culverts, which met with the approval of the land owners.

No. 369. W. B. Jackson (Jovita)
v.

Puget Sound Electric Railway.

Complaint—For right to use spur track at Jovita and as to passenger rates to Tacoma.

Disposition—Company granted permission for the loading of wood on siding; question of rates covered by formal hearing No. 76.

No. 370. Pacific Grocery Company (Bellingham)
v.

Bellingham Bay & British Columbia Railroad Company.

Complaint—For refund for \$7.45 to cover contents of car sent from warehouse of claimant to a siding, such car to be loaded with shingles.

Disposition—Matter investigated; claim for refund denied.

No. 371. Chas. B. Myers (Davenport)
v.

Northern Express Company.

Complaint—Free express delivery in Davenport.

Disposition—Matter taken up with express company; free delivery ordered.

No. 372. Citizens of Hay (Hay)
v.

Oregon Railroad & Navigation Company.

Complaint—Lack of station building.

Disposition—Transferred to formal hearing, order entered requiring construction of building.

No. 373. W. H. Paulhamus (Sumner)
v.

Northern Express Company.

Complaint—Requesting reduced rates on rhubarb.

Disposition—Company reduced rates at request of Commission.

- No. 374. W. H. Reader** (Roosevelt)
v.
Spokane, Portland & Seattle Railway.
Complaint—Need of station building, crossing planks and lights.
Disposition—Matter investigated; company installed requested improvements.
Case closed.
- No. 375. Carstens Packing Company.** (Tacoma)
v.
Northern Pacific Railway Company.
Complaint—Switching rates in Tacoma.
Disposition—Transferred to formal hearing.
- No. 376. J. C. Mansfield** (Endicott)
v.
Oregon Railroad & Navigation Company.
Complaint—Need of sidetrack for warehouse.
Disposition—Transferred to formal hearing.
- No. 377. Citizens of Monroe** (Monroe)
v.
Great Northern Railway Company.
Complaint—Station.
Disposition—Transferred to formal hearing; order made re-requiring construction of new station building and other improvements.
- No. 378. Crescent Manufacturing Company** (Seattle)
v.
Northern Pacific Railway.
Complaint—Joint rates between S. P. & S. and N. P.
Disposition—Joint rates established and complaint satisfied.
- No. 379. S. A. White** (Lakeside)
v.
Great Northern Railway.
Complaint—Claim for overcharge shipment of household goods from Tacoma to Wenatchee.
Disposition—Investigated and refund made.

- No. 380. Citizens of Chehalis** (Chehalis)
v.
Northern Pacific Railway.
Complaint—Concerning depot and station facilities.
Disposition—Complaint was embodied in formal complaint against Northern Pacific concerning facilities, a hearing had, on request of citizens of Chehalis formal order was deferred and cause continued to allow Northern Pacific to formulate plans for the construction of a suitable station building at that point.
- No. 381. Citizens of Kelso** (Kelso)
v.
Northern Pacific Railway.
Complaint—Complaint from J. C. Sparling, manager of Granger Telephone Company, asking that his telephone be installed in Northern Pacific station at Kelso.
Disposition—Investigated; Commission declined to institute an action on its own motion and instructed Mr. Sparling that on formal complaint being filed with the Commission on the relation of the Granger Telephone Company that citation would be issued against the Northern Pacific and hearing held.
- No. 382. Hewitt Logging Company** (Aberdeen)
v.
Northern Pacific Railway.
Complaint—Application for spur track at Aberdeen.
Disposition—Matter taken up informally at Aberdeen with Northern Pacific Railway Company. Negotiations still pending.
- No. 383. Citizens of Centralia** (Centralia)
v.
Northern Pacific Railway.
Complaint—Concerning station facilities.
Disposition—Embodied in formal hearing concerning station facilities on line of Northern Pacific; hearing held; decision deferred on request of citizens of Centralia that Northern Pacific might work out their plans for new depot building.
- No. 384. Puget Sound & Alaska Powder Co.** (Mukilteo)
v.
Great Northern Railway Company.
Complaint—Spur track at Mukilteo.
Disposition—Transferred to formal hearing.

- No. 385. White River Lumber Company** (Enumclaw)
 v.
Northern Pacific Railway Company.
Complaint—Complaint on rate on cordwood from Enumclaw being exorbitant and excessive.
Disposition—Embodied in general complaint against Northern Pacific pending.
- No. 386. E. L. Meeker et al.** (Arlington)
 v.
Northern Pacific Railway Company.
Complaint—Station at Cooper spur.
Disposition—After correspondence with the railway officials, an understanding was reached and platform and station building erected.
- No. 387. Chas. E. Bennett** (Columbus)
 v.
Spokane, Portland & Seattle Railway Company.
Complaint—As to change of name in station.
Disposition—Withdrawn.
- No. 388. Tacoma Traffic Association** (Tacoma)
 v.
Northern Pacific Railway.
Complaint—Rates for switching.
Disposition—Transferred to formal hearing.
- No. 389. Citizens of Sultan** (Sultan)
 v.
Great Northern Railway.
Complaint—Station facilities.
Disposition—Relief granted by formal order requiring the improvements petitioned for.
- No. 390. Peshastin Commercial Club** (Peshastin)
 v.
Great Northern Express Co.
Complaint—Station facilities.
Disposition—Transferred to formal hearing.
- No. 391. Railroad Commission of Washington**
 v.
Railroad Companies of State.
Complaint—Installation of electric headlight.
Disposition—Thorough investigation made, including demonstration test of electric headlights and acetylene head-

lights. Commission spent two nights in witnessing demonstration test. As the result of the investigation, the petition for substitution of acetylene headlights for electric headlights was denied.

No. 392. Citizens of Index (Index)

v.

Great Northern Railway Company.

Complaint—Application for street crossing.

Disposition—Pending awaiting application of complainants for hearing to adduce testimony.

No. 393. J. A. Christopher et al. (Christopher)

v.

Northern Express Company.

Complaint—Need of agency at Christopher, Thomas and O'Brien.

Disposition—Transferred to formal hearing and relief granted.

No. 394. J. C. Thomas et al. (Walla Walla)

v.

Warehouse Companies.

Complaint—Rates on storage of grain.

Disposition—Rates reduced; complaint withdrawn.

No. 395. Max Johnson (Tenino)

v.

Northern Pacific Railway.

Complaint—For permission to load on spur track at Tenino.

Disposition—Permission granted; complaint closed.

No. 396. Transferred to No. 424.

No. 397. F. C. Brewster (Republic)

v.

Great Northern Railway.

Complaint—Spur.

Disposition—Complainant notified that formal hearing would be necessary and Commission would prepare complaint if he desired to proceed, and receiving no response case was closed.

No. 398. C. L. Parker (Seattle)

v.

Northern Pacific Railway.

Complaint—Appointment of agent at McMillan.

Disposition—Pending.

- No. 399. Hunner Diaton Co. (Spokane)**
v.
Northern Pacific Railway.
Complaint—Concerning unreasonableness of tariff on silica from Cunningham to points on the Northern Pacific.
Disposition—Embodied in complaint challenging reasonableness of rates generally. Case pending.
- No. 400. (Blank)**
- No. 401. Chamber of Commerce (Edmonds)**
v.
Great Northern Railway.
Complaint—Alleging inaccessability of station building by reason of distance from town.
Disposition—Transferred to formal hearing and order entered by Commission requiring the railway company to move station building to place petitioned for.
- No. 402. M. A. Brachvogel (Aberdeen)**
v.
Northern Pacific Railway.
Complaint—To the effect that it required five or six days to haul freight from Seattle to Aberdeen.
Disposition—The matter was placed before the officials of the Northern Pacific and conditions improved; complaint withdrawn.
- No. 403. Cities of Grays Harbor (W. H. Abel, Att'y) (Aberdeen)**
v.
Northern Pacific Railway.
Complaint—Train service.
Disposition—Relief given by new train being placed on run by Northern Pacific.
- No. 404. Mrs. D. C. Hodges (Knapps)**
v.
Northern Pacific Railway.
Complaint—Improper location of station at Knapps.
Disposition—Transferred to formal hearing.
- No. 405. Walkers & Williams (Everett)**
v.
Northern Pacific Railway.
Complaint—That sufficient train service was not rendered on Monte Cristo branch of Northern Pacific and requesting instructions as to form of complaint.
Disposition—Instructions, together with pamphlet laws, forwarded September 21st, 1909; no response received.

- No. 406. W. D. Britten** (Attalia)
v.
Northern Pacific Railway.
Complaint—Claim.
Disposition—Investigated and conclusion reached that relief, if any was coming to the defendant, could only be procured through court proceedings, and papers were returned to claimant.
- No. 407. A. D. Gebhardt** (Uniontown)
v.
Northern Pacific Railway.
Complaint—Of siding being uneven so that cars could not be moved by hand to warehouses.
Disposition—Taken up with railway officials and condition remedied.
- No. 408. R. A. Klinge** (Pasco)
v.
Spokane, Portland & Seattle Railway.
Complaint—For refund on purchase of interstate ticket.
Disposition—Investigation showed no refund due.
- No. 409. W. H. Paulhamus** (Sumner)
v.
Puget Sound Electric Railway.
Complaint—Reduction in fares on P. S. E.
Disposition—Transferred to formal hearing; order entered granting relief of complainant.
- No. 410. Acme Mills** (Lamar)
v.
Northern Pacific Railway.
Complaint—Petition to include barley in milling in transit rates.
Disposition—Relief granted; Northern Pacific issuing new tariff covering matter complained of.
- No. 411. R. A. Hutchinson** (Spokane)
v.
Warehouses.
Complaint—That payments for grain shipped to Tacoma had not been made in accordance with grade certificate of the State Grain Inspector and asking for relief against the purchaser of the grain.

Disposition—Denied on the ground that the remedy is by action in court, certificate being evidence of the grade only, the Commission having no jurisdiction to enforce payment.

No. 412. E. A. Cowgill (Bellingham)
v.

Great Northern Railway.

Complaint—Claim for \$25.46 claimed to be overcharge on lumber shipment from Allentown to Spokane via N. P. Ry.

Disposition—Rate over B. B. & B. C. and G. N. is 20 cents per 100 pounds; the rate charged, however, was the published tariff via B. B. & B. C. and N. P.; application for Commission to take steps to recover overcharge denied.

No. 413. Citizens of Bossburg (Bossburg)
v.

Great Northern Railway.

Complaint—Need of station agent.

Disposition—Complaint satisfied by installation of an agent.

No. 414. Chas. Freytag (Leavenworth)
v.

Wenatchee Valley & Northern Railway.

Complaint—Failure to furnish cars and file tariff schedule.

Disposition—It appearing to the Commission that said company is not yet completed and that it has not held itself out as prepared to do business, the request is denied.

No. 415. Winkleman Lumber Company (Tacoma)
v.

Northern Pacific Railway.

Complaint—Of lack of joint rate on logs between Northern Pacific and Tacoma Eastern.

Disposition—Withdrawn.

No. 416. Citizens of Canyon (Canyon)
v.

Oregon Railroad & Navigation Company.

Complaint—Location of freight station.

Disposition—Covered by order and station placed.

No. 417. Bessie Johnson (Veazie)
v.

Northern Pacific Railway.

Complaint—Train service.

Disposition—Denied.

- No. 418. Murphy Hay Company** (North Yakima)
v.
Northern Pacific Railway.
Complaint—Claim for overcharge shipment of hay.
Disposition—Relief granted.
- No. 419. W. H. Smith et al.** (Vancouver Jc.)
v.
Northern Pacific Railway.
Complaint—Petition for shelter station.
Disposition—Company has arranged to build shelter station such as requested by petitioners.
- No. 420. Commercial Club** (Prosser)
v.
Northern Pacific Railway.
Complaint—Spur.
Disposition—Pending.
- No. 421. Citizens of Byron** (Byron)
v.
Northern Pacific Railway.
Complaint—Station.
Disposition—Pending.
- No. 422. J. W. Offield** (Wawawai)
v.
Pacific Express Company.
Complaint—Claim.
Disposition—Withdrawn.
- No. 423. Citizens of Moclips** (Moclips)
v.
Northern Pacific Railway.
Complaint—Passenger service on Moclips branch.
Disposition—Satisfied by new time card; in regard to complaint on freight rates, matter still pending.
- No. 424. Citizens of Algona** (Algona)
v.
Puget Sound Electric Railway.
Complaint—Freight facilities; failure of company to place freight in house.
Disposition—Complaint in regard to freight facilities satisfied; platform built so that freight could be easily loaded into wagons; complaint in regard to rates transferred to formal hearing.

No. 425. Citizens of Parker (Parker)

v.

Northern Pacific Railway.

Complaint—Lack of station building and sufficient sidetrack facilities.

Disposition—Matter taken up with officials of the Northern Pacific Railway, who agreed to put in station building and construct additional siding; case pending.

No. 426. Citizens of American Lake (American Lake)

v.

Northern Pacific Railway.

Complaint—Crossing.

Disposition—Pending.

DOCKET OF FORMAL HEARINGS, 1909.

- No. 14. The Railroad Commission of Washington**
v.
The Northern Pacific Railway Company, and the Great Northern Railway Company.
Complaint—Rates.
Disposition—Order entered (See page 29).
- No. 19. Railroad Commission ex rel. P. H. Johns Lumber Company**
v.
Northern Pacific Ry. Co.
Complaint—Rate on shingle bolts.
Disposition—Order entered (See page 33).
- No. 20. Railroad Commission ex rel. Riverton Improvement Club**
v.
Puget Sound Electric Ry.
Complaint—Side track at Riverton.
Disposition—Order entered (See page 35).
- No. 21. Railroad Commission**
v.
Puget Sound Electric Ry.
Complaint—Station facilities at Kent.
Disposition—Order entered (See page 35).
- No. 22. Railroad Commission**
v.
Northern Pacific Ry. Co.
Complaint—Inadequacy of station facilities on entire line.
Disposition—Order entered (See pages 36, 37, 38, 39, 65).
- No. 23. Railroad Commission**
v.
Great Northern Ry. Co.
Complaint—Inadequacy of station facilities on entire line.
Disposition—Order entered (See page 49).
- No. 24. Railroad Commission**
v.
Great Northern Ry. Co. and Lake Whatcom Logging Co.
Complaint—Station facilities at Belleville.
Disposition—Order entered (See page 67).

- No. 25. In re Tariff on Logs between Halterman's and Everett on Petition of the Northern Pacific Ry. Co.
Disposition—Order entered (See page 68).
- No. 26. In re Tariff on Fuel Oil between Seattle, Everett and Lowell, on Petition of the Great Northern Ry. Co.
Disposition—Order entered (See page 68).
- No. 27. Railroad Commission ex rel. Ira L. Smith et al.
v.
Chicago, Milwaukee & Puget Sound Ry. Co.
Complaint—Sufficiency of station facilities at Pine City.
Disposition—Order entered (See page 69).
- No. 28. Railroad Commission
v.
Spokane, Portland & Seattle Ry. Co.
Complaint—Inadequacy of station facilities on entire line.
Disposition—Order entered (See page 70).
- No. 29. Railroad Commission
v.
Oregon Railroad and Navigation Co.
Complaint—Inadequacy of station facilities on entire line.
Disposition—Order entered (See pages 72, 77).
- No. 30. Railroad Commission ex rel. Tacoma Traffic Assn.
v.
Northern Pacific Ry. Co. and Great Northern Ry. Co.
Complaint—Seattle and Tacoma distributive rates.
Disposition—Pending.
- No. 31. Seattle Hardware Company
v.
Sunset Telephone and Telegraph Co.
Complaint—Rates for telephone service in Seattle.
Disposition—Pending.
- No. 32. In re Application of Northern Pacific Ry. Co. to make exceptions as provided in chapter 93, Laws of 1909, In re Electric Head Lights.
Disposition—Order entered (See page 78).

No. 33. Railroad Commission**v.****Great Northern Ry. Co.****Complaint—Minimum carload.****Disposition—Pending.****No. 34. Railroad Commission****v.****Great Northern Express Co.****Complaint—Express service out of Olympia.****Disposition—Pending.****No. 35. Railroad Commission****v.****Great Northern Ry. Co. and Great Northern Express Co.****Complaint—Lack of shipping facilities.****Disposition—Order entered (See pages 79, 81).****No. 36. Railroad Commission ex rel. Tacoma Traffic Assn.****v.****Northern Pacific Ry. Co.****Complaint—Switching rates.****Disposition—Pending.****No. 37. Railroad Commission****v.****Great Northern Ry. Co. and Great Northern Express Co.****Complaint—Lack of express service, Blue Creek, Chatteroy, Camden.****Disposition—Order entered (See pages 81, 82).****No. 38. Railroad Commission****v.****Northern Pacific Ry. Co. and Northern Express Co.****Complaint—Lack of express service at Christopher, Thomas and O'Brien.****Disposition—Pending.****No. 39. Railroad Commission****v.****Spokane Northern Telegraph Co.****Complaint—Facilities at Colville.****Disposition—Pending.**

- No. 40. Railroad Commission ex rel. Olympia Chamber of Commerce
v.
Northern Pacific Ry. Co.**
Complaint—Train service in and out of Olympia.
Disposition—Order entered (See pages 83, 84).
- No. 41. In re Petition of Oregon, Railroad & Navigation Co. for sus-
pension of long and short haul clause at Connell and on
portions of the Connell branch.**
Disposition—Order entered (See page 84).
- No. 42. Railroad Commission
v.
Northern Pacific Ry. Co. et al.**
Complaint—Action to compel agent to inform shippers of re-
lease value provision of tariff where lower rate is pro-
vided.
Disposition—Pending.
- No. 43. Petition for Grade Crossing.**
See page 98.
- No. 44. Transferred to Cause No. 50.**
- No. 45. In re Application of Columbia & Puget Sound R. R. Co. for
permission to use road engines for switching purposes in
cases of emergency.**
Disposition—Order entered (See page 86).
- No. 46. Railroad Commission ex rel. Puget Sound & Alaska Powder Co.
v.
Great Northern Ry. Co.**
Complaint—Spur at Mukilteo.
Disposition—Pending.
- No. 47. Petition for Grade Crossing.**
See page 105.
- No. 48. Petition for Grade Crossing.**
See page 106.
- No. 49. Railroad Commission ex rel. Milwaukee Terminal Ry. Co.
v.
Great Northern Ry. Co.**
Complaint—Track connections at Ballard and Seattle.
Disposition—Pending.

- No. 50. In the Matter of the Petition of the Great Northern Ry. Co.
for an order permitting the use of locomotives without
electric headlights on certain runs.
Disposition—Order entered (See page 87).
- No. 51. In re Investigation of Wreck occurring at tunnel in Olympia on
September 4, 1909.
Disposition—Pending.
- No. 52. Petition for Grade Crossing.
Disposition—Pending (See page 95).
- No. 53. Petition for Grade Crossing.
Disposition—Pending (See page 95).
- No. 54. In re Claim of Walthers-Williams Hardware Co., against Spo-
kane, Portland & Seattle Ry. Co., for refund of freight
charges on two carloads of hardware between Lyle and
Grand Dalles.
Disposition—Order entered (See page 89).
- No. 55. Petition for Grade Crossing.
See page 107.
- No. 56. Railroad Commission
v.
Northern Pacific Ry. Co.
Complaint—Train service between Puget Sound and Grays
Harbor.
Disposition—Pending.
- No. 57. Railroad Commission ex rel. Chicago, Milwaukee & Puget
Sound Ry. Co.
v.
Northern Pacific Ry. Co.
Complaint—Continuation of track connection at Tacoma.
Disposition—Pending.
- No. 58. Petition for Grade Crossing.
Disposition—Pending (See page 95).
- No. 59. Petition for Grade Crossing.
Disposition—Withdrawn (See page 95).
- No. 60. Petition for Grade Crossing.
Disposition—Pending (See page 96).
- No. 61. Petition for Grade Crossing.
Disposition—Pending (See page 97).
- No. 62. Petition for Grade Crossing.
Disposition—Pending.

- No. 63. Railroad Commission**
v.
Northern Pacific Ry. Co.
Complaint—Train service on the Ocosta branch.
Disposition—Order entered (See page 90).
- No. 64. Railroad Commission**
v.
Northern Express Co.
Complaint—Express service to Ocosta.
Disposition—Disposed of in connection with No. 63.
- No. 65. Petition for Grade Crossing.**
Disposition—Pending (See page 97).
- No. 66. Petition for Grade Crossing.**
Disposition—Pending.
- No. 67. Petition for Grade Crossing.**
See page 108.
- No. 68. Petition for Grade Crossing.**
Disposition—Pending (See page 96).
- No. 69. Railroad Commission ex rel. Union Iron Works**
v.
Northern Pacific Ry. Co.
Complaint—Reduction in rate on pig iron.
Disposition—Order entered (See page 90).
- No. 70. Petition for Grade Crossing.**
Disposition—Pending (See page 96).
- No. 71. Railroad Commission ex rel. W. L. Kellum**
v.
Tacoma Railway & Power Co.
Complaint—Station facilities at American Lake Gardens.
Disposition—Withdrawn.
- No. 72. Petition for Grade Crossing.**
Disposition—Pending (See page 96).
- No. 73. Petition for Grade Crossing.**
Disposition—Pending (See page 96).
- No. 74. Railroad Commission**
v.
Puget Sound Electric Ry.
Complaint—Valuation.
Disposition—Pending.

- No. 75. Petition for Grade Crossing.**
Disposition—Pending (See page 96).
- No. 76. Railroad Commission ex rel. W. H. Paulhamus**
v.
Puget Sound Electric Ry.
Complaint—Reduction in fares.
Disposition—Pending.
- No. 77. In re Petition of Great Northern Ry. Co., for leave to refund**
on shipments of sheep made between July 31, 1909, and
August 28, 1909, as per petition.
Disposition—Order entered (See page 91).
- No. 78. In re Petition of Oregon Railroad & Navigation Co., for au-**
thority to suspend long and short haul provision of the
statute relating to shipments of sugar in less than carload
lots between Waverly and Oakesdale.
Disposition—Order entered (See page 92).
- No. 79. Petition for Grade Crossing.**
(See page 96).
- No. 80. Petition for Grade Crossing.**
Disposition—Pending (See page 80).
- No. 81. Re Tariff on Grain Bags between Seattle and Raiston and**
points intermediate to Spokane on petition of Chicago,
Milwaukee & Puget Sound Ry. Co.
Disposition—Order entered (See page 93).
- No. 82. In re Petition of Bellingham Bay & British Columbia R. R. Co.,**
to operate locomotives not equipped with electric head-
lights in emergency cases.
Disposition—Order entered (See page 93).
- No. 83. Petition for Grade Crossing.**
Disposition—Pending (See page 97).
- No. 84. Petition for Grade Crossing.**
Disposition—Pending (See page 97).
- No. 85. Petition for Grade Crossing.**
Disposition—Pending (See page 97).

ORDERS IN FORMAL HEARINGS.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

v.

THE NORTHERN PACIFIC RAILWAY COMPANY,
a corporation, THE GREAT NORTHERN RAIL-
WAY COMPANY, a corporation,

Defendants.

ORDER.
No. 14

This cause coming on regularly to be heard before the Railroad Commission of Washington, on the petition of the Northern Pacific Railway Company for an order modifying the order made and entered in the above entitled cause on the 10th day of September, 1909, and it appearing to the Commission that under the terms of said order rates between local points west of the Cascade mountains and rates between certain points east of the Cascade mountains would be affected by such order; and

It further appearing to the Commission that no evidence was offered by the complainant challenging the reasonableness of such rates so as to put the defendant upon notice that such rates were the subject of inquiry, and the Commission being fully advised in the premises,

GRANTS SAID PETITION and modifies and corrects the said order so that the same shall read as follows, that is to say:

IT IS BY THE COMMISSION ORDERED, That the rates hereinafter specifically mentioned, provided for in Northern Pacific Railway Company's Tariff No. 440-B, W. R. C. No. 271, issued June 22, 1909, effective (State of Washington) June 25, 1909, from points east of the Cascade mountains to Seattle and Tacoma and points or stations grouped in said tariff taking the same rate as Seattle and Tacoma be and the same are hereby declared to be unreasonable, excessive and exorbitant; and

IT IS FURTHER ORDERED AND DECLARED, That such rates and charges hereinafter specifically mentioned be not charged, imposed or collected in the future; and

IT IS FURTHER ORDERED, That, to take the place of such rates so declared to be unreasonable, exorbitant and excessive, there shall be charged, imposed, enforced and collected a rate not exceeding the rate hereinafter specifically set out to be imposed, charged, enforced and collected in the future, that is to say:

The rate provided in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of nineteen and a quarter cents is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed seventeen cents.

The rate provided in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of eighteen cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed fifteen and three-fourths cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of seventeen and three-fourths cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed fifteen and one-half cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of seventeen cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed fifteen cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of sixteen and one-fourth cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed fourteen and one-fourth cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of sixteen cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed fourteen cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of fifteen and three-fourths cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed thirteen and three-fourths cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of fifteen cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed thirteen and one-fourth cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of fourteen and one-half cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed twelve and three-fourths cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of fourteen cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed twelve and one-fourth cents.

The rate provided for in such tariff from points east of the Cascade mountains to Seattle and Tacoma and intermediate points grouped in such tariff of thirteen cents, is declared unreasonable, exorbitant and excessive; that it shall not be charged in the future, and that to take the place thereof to be imposed, enforced and collected in the future there shall be charged a rate not to exceed eleven and one-half cents.

IT IS FURTHER ORDERED, That the defendant Northern Pacific Railway Company shall issue its tariff in conformity with this order, to take effect, and the rates herein provided to be imposed and charged in the future, shall take effect on and after the first day of November, 1909.

The reduction of the rate west of the Cascade mountains other than Seattle and Tacoma, such points not now taking the same rates as Seattle and Tacoma, will be left to the defendant company to work out in the preparation of its tariffs, the Commission announcing that if proper and just reductions are not made to such points, the same will receive the consideration of the Commission in a new complaint covering such points.

All of which is finally ordered.

SEPTEMBER 28, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
ON THE RELATION OF P. H. JOHNS LUMBER
COMPANY,

Complainant,

ORDER.

vs.

No. 19

NORTHERN PACIFIC RAILWAY COMPANY, a cor-
poration,

Defendant.

This cause coming on regularly to be heard before the Railroad Commission of Washington, on this 12th day of March, 1909, and it appearing to the Commission that this cause was duly and regularly tried and heard, and that findings of fact have been made in writing and are now on file herein, and the Commission being fully advised in the premises, it is by the Commission,

ORDERED, That the Northern Pacific Railway Tariff No. 304-A, fixing rates on cordwood, pine and hardwood slabs and shingle bolts between all main and branch line stations west of the Idaho-Montana state line, effective Nov. 1st, 1908, in so far as the same affects the State of Washington, be not further used by said road, and that the rates mentioned therein be and the same are hereby declared to be exorbitant, unjust and unreasonable, and, to take the place of such rates,

IT IS NOW ORDERED, That rates not to exceed the following be charged and collected on cordwood, pine and hardwood slabs and shingle bolts, in the future, that is to say:

For 10 miles or under, 55 cents per cord; over 10 and not to exceed 15 miles, 60 cents; over 15 and not to exceed 20 miles, 65 cents; over 20 and not to exceed 25 miles, 70 cents; over 25 and not to exceed 30 miles, 75 cents; over 30 and not to exceed 40 miles, 80 cents; over 40 and not to exceed 50 miles, 85 cents; over 50 and not to exceed 60 miles, 90 cents; over 60 and not to exceed 70 miles, 95 cents; over 70 and not to exceed 80 miles, \$1.00; over 80 and not to exceed 90 miles, \$1.05; and over 90 and not to exceed 100 miles, \$1.10; and for each additional 10 miles thereafter an additional charge of not to exceed 5 cents;

AND IT IS FURTHER ORDERED, That to the classification and tariff to be promulgated and used in the future, wood bolts shall be included in such classification and shall be charged the rates above set out.

All of which is finally ordered.

MARCH 12, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
ON THE RELATION OF P. H. JOHNS LUMBER
COMPANY,

Complainant,

vs.

THE NORTHERN PACIFIC RAILWAY COMPANY,
a corporation,

Defendant.

ORDER.

No. 19

This cause coming on regularly to be heard before the Railroad Commission of Washington on this 27th day of March, 1909, on the petition of the Northern Pacific Railway Company for a rehearing in this cause, and the Commission being fully advised, such rehearing is granted, and the matter being further presented to the Commission and submitted, and the Commission being fully advised in the premises, said order of the 12th of March, 1909, is canceled, abrogated and set aside; and

IT IS NOW ORDERED BY THE COMMISSION, That Northern Pacific Tariff No. 304-A, fixing rates on cordwood, pine and hardwood slabs and shingle bolts, between all main and branch line stations west of the Idaho-Montana state line, effective Nov. 1st, 1908, be and the same is hereby abrogated as to all points west of Weston, Washington, and it is ordered that the same be not further used by said road in so far as the same affects stations on the main line of the Northern Pacific Railway west of Weston and on the branch lines west of the Cascade mountains, and the said tariff in so far as the same affects the territory mentioned, is hereby declared to be exorbitant, unjust and unreasonable, and to take the place of the rates provided for in said tariff,

IT IS NOW ORDERED, That rates not to exceed the following be charged and collected on cordwood, pine and hardwood slabs and shingle bolts in the future, that is to say:

For 10 miles or under, 55 cents per cord; over 10 and not to exceed 15 miles, 60 cents; over 15 and not to exceed 20 miles, 65 cents; over 20 and not to exceed 25 miles, 70 cents; over 25 and not to exceed 30 miles, 75 cents; over 30 and not to exceed 40 miles, 80 cents; over 40 and not to exceed 50 miles, 85 cents; over 50 and not to exceed 60 miles, 90 cents; over 60 and not to exceed 70 miles, 95 cents; over 70 and not to exceed 80 miles, \$1.00; over 80 and not to exceed 90 miles, \$1.05; and over 90 and not to exceed 100 miles, \$1.10; and for each additional 10 miles thereafter an additional charge of not to exceed 5 cents;

AND IT IS FURTHER ORDERED, That to the classification and tariff to be promulgated and used in the future, wood bolts shall be included in such classification and shall be charged the rates above set out.

All of which is finally ordered.

MARCH 27, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
ON THE RELATION OF P. H. JOHNS LUMBER
COMPANY, a corporation,

Complainant,

vs.

THE NORTHERN PACIFIC RAILWAY COMPANY,
a corporation,

Defendant.

No. 19
SUPPLEMENTAL
ORDER.

This cause coming on regularly to be heard before the Railroad Commission of Washington on this 7th day of, April, 1909, on the petition of the Northern Pacific Railway Company, and it appearing to the Commission that a clerical error was made in the order of the 27th day of March, 1909, in which the tariff sought to be superseded was described as Tariff No. 304-A, effective Nov. 1st, 1908, whereas the same should have referred to and described Tariff 304-B, effective January 6th, 1909, and the Commission being fully advised in the premises, said order is now corrected to read as follows:

IT IS NOW ORDERED BY THE COMMISSION, That Northern Pacific Tariff No. 304-B, fixing rates on cordwood, slabwood, millwood and shingle bolts in straight carload lots, between all main and branch line stations west of the Idaho-Montana state line, effective January 6th, 1909, be and the same is hereby abrogated as to all points west of Weston, Washington, and it is ordered that the same be not further used by said road in so far as the same affects stations on the main line of the Northern Pacific Railway west of Weston and on the branch lines west of the Cascade mountains, and the said tariff in so far as the same affects the territory mentioned is hereby declared to be exorbitant, unjust and unreasonable, and to take the place of the rates provided for in said tariff,

IT IS NOW ORDERED, That rates not exceeding the following, be charged and collected on cordwood, slabwood, millwood and shingle bolts in carload lots, in the future, in the territory last above described, that is to say:

For 10 miles or under, 55 cents per cord; over 10 and not to exceed 15 miles, 60 cents; over 15 and not to exceed 20 miles, 65 cents; over 20 and not to exceed 25 miles, 70 cents; over 25 and not to exceed 30 miles, 75 cents; over 30 and not to exceed 40 miles, 80 cents; over 40 miles and not to exceed 50 miles, 85 cents; over 50 and not to exceed 60 miles, 90 cents; over 60 and not to exceed 70 miles, 95 cents; over 70 and not to exceed 80 miles, 100 cents; over 80 and not to exceed 90 miles, 105 cents; and over 90 and not to exceed 100 miles, 110 cents; and for each additional 10 miles thereafter an additional charge of not to exceed 5 cents.

AND IT IS FURTHER ORDERED, That to the classification and tariff to be promulgated and used in the future, wood bolts shall be included in such classification and shall be charged the rates above set out.

All of which is finally ordered.

APRIL 7, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
EX REL. THE RIVERTON IMPROVEMENT
CLUB,

Complainant,

vs.

PUGET SOUND ELECTRIC COMPANY, a corpora-
tion,

Defendant.

ORDER.

No. 20

This cause coming on regularly to be heard before the Railroad Commission of Washington on this 5th day of June, 1909, and it appearing to the Commission that this cause has been duly and regularly heard, and that findings of fact and conclusions of law have been duly made and rendered in writing, and are now on file in this cause; and the Commission being fully advised in the premises, it is by the Commission

ORDERED, That the defendant, the Puget Sound Electric Company, do, within twenty days from the date of the service of this order, cause a sidetrack of sufficient length to accommodate at least five cars to be constructed at Riverton, Washington; such track to be installed at a point on the east side of defendant's line of railway, approximately fourteen hundred feet north of its station at Riverton, such point being just north of the north incline of the west approach to the bridge across the Duwamish river at Riverton.

IT IS FURTHER ORDERED, That the defendant shall furnish a sufficient quantity of material to raise the road on the east side of such sidetrack to a level with the sub-grade for a distance of one hundred and seventy-five feet, and to a width of sixteen feet.

JUNE 5, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

PUGET SOUND ELECTRIC COMPANY, a corpora-
tion,

Defendant.

ORDER.

No. 21

This cause coming on regularly to be heard on this 8th day of April, 1909, and it appearing to the Commission that this cause was duly and regularly tried, evidence introduced on behalf of the plaintiff and on behalf of the defendant and the cause submitted to the Commission, that findings of fact have been duly made in writing and are now on file in this cause, and the Commission being fully advised in the premises,

IT IS NOW BY THE COMMISSION ORDERED, That the defendant Puget Sound Electric Company keep its station building at Kent open for the

accommodation of the traveling public from 7 o'clock a. m. until midnight each day or until the departure of the last train passing through Kent each day;

That the toilet room leading from the ladies' waiting room shall be kept unlocked and accessible to the lady passengers without the necessity of such passengers or intending passengers applying to the agent for the key at all times when such station building is kept open.

That the toilet room leading from the main waiting room or gentlemen's waiting room shall be kept open and unlocked, or in case the defendant company elects to keep such toilet room locked then and in such case a notice shall be posted on the door notifying the public that the key can be obtained on application at the office window, and on such application the key shall be furnished at all times during which the station building is ordered to be kept open.

That in each of such toilet rooms suitable toilet paper shall be constantly kept on hand in such toilet room.

That such toilet rooms shall be kept in a proper sanitary condition, and in case it is necessary to reconstruct such toilets so as to make them modern and sanitary the same shall be done by the defendant.

All of which is finally ordered.

APRIL 8, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

Complainant,

vs.

THE NORTHERN PACIFIC RAILWAY COMPANY,

Defendant.

In re Station Facilities, and
Track Facilities, Highway
Crossings, at Hatton.

This cause coming on regularly to be heard on the 20th day of May, 1909, at Hatton, the Railroad Commission appearing by its members and by W. V. Tanner, its attorney, the Northern Pacific Railway Company appearing by George T. Reid, its attorney, evidence having been introduced, the Commission having viewed the premises and surroundings, and being fully advised in the premises, does now find:

That within the town of Hatton, and south of the depot, at a point where the county road crosses the railroad right-of-way, there is constructed upon the westerly side of the tracks of said railroad company and adjacent to said county road on the northerly side thereof a platform and warehouse in such a manner that persons approaching said crossing from the westerly side of the track cannot see approaching trains, and that by reason of the proximity of said platform and warehouse to said track, the same is a danger and menace to the lives of persons crossing such track;

And it further appearing to the Commission from the evidence that the Seattle Grain Company, or the Centennial Milling Company, or

both, have or claim to have some interest in and to said platform and warehouse, and are in possession of the same,

IT IS NOW BY THE COMMISSION ORDERED, That this case be, and the same is hereby continued until the time hereinafter mentioned, and that a copy of the complaint herein, together with a copy of this order and a citation directed to the Seattle Grain Company and the Centennial Milling Company, be served upon said Seattle Grain Company and Centennial Milling Company, notifying said companies to appear before the Railroad Commission at its office in Olympia, Thurston county, State of Washington, on the 12th day of July, 1909, at the hour of ten o'clock in the forenoon of said day, to show cause, if any they have, why an order should not be entered directing and commanding the Northern Pacific Railway Company to forthwith remove said platform and warehouse from off its right-of-way.

MAY 20, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

THE NORTHERN PACIFIC RAILWAY COMPANY,
Defendant.

In re Dangerous Crossings,
Station Facilities and
Sidetrack Facilities at
Prosser, a station on the
line of the Northern Pacific
Railway Company.

This cause coming on regularly to be heard on the 21st day of May, 1909, at Prosser, the Railroad Commission being represented by all the Commissioners, and W. V. Tanner, its attorney, and the Northern Pacific Railway Company appearing by George T. Reid, its attorney, and evidence having been introduced, the Commission having viewed the surroundings and being fully advised in the premises, finds:

That the crossing of Sixth street over the Northern Pacific Railway Company's right-of-way in said town is dangerous to the traveling public;

That on the right-of-way of the Northern Pacific Railway Company, and immediately adjacent to Sixth street, westerly therefrom, and on the southerly side of its tracks, there is constructed and erected a warehouse and lumber yard in such a position and in such a manner as to obstruct the view of approaching trains and in such a manner as to render said crossing dangerous.

It further appearing to the Commission from the evidence introduced that the St. Paul & Tacoma Lumber Company have or claim to have some interest in the structure and lumber yard and are in possession of the same, the further hearing of this cause is continued until the time hereinafter mentioned;

AND IT IS ORDERED BY THE COMMISSION, That a copy of the complaint issued herein, together with a copy of this order and a citation directed to the St. Paul & Tacoma Lumber Company, be issued, directing it to appear before the Commission on the 12th day of July, 1909, at Olympia,

Thurston county, State of Washington, at the hour of ten o'clock in the forenoon of said day, to show cause, if any it has, why an order should not be entered commanding and directing the Northern Pacific Railway Company to at once remove such warehouse, yard and obstruction from off its right-of-way.

MAY 21, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

VS.

No. 22
ORDER.

THE NORTHERN PACIFIC RAILWAY COMPANY,
a corporation, *Defendant.*

THE SEATTLE GRAIN COMPANY,
Defendant.

Applicable to Hatton.

This cause coming on regularly to be heard before the Railroad Commission of Washington, and it appearing to the Commission that this cause was duly and regularly called for hearing at Hatton, the Northern Pacific Railway Company appearing by Geo. T. Reid, its attorney, the complainant herein, by each Commissioner, and testimony having been introduced concerning the apparent dangerous condition of the crossing at Hatton, due to the erection and maintenance of a platform and warehouse on the right-of-way of the defendant company, and it appearing at the time that the Seattle Grain Company was in possession of the warehouse and claimed an interest therein, and notice having been duly served upon the Seattle Grain Company to appear and show cause, if any it had, why an order should not be entered compelling the Northern Pacific Railroad Company to remove the structure from off its right-of-way or take other steps to secure the safety of the traveling public, and said Seattle Grain Company, having appeared by A. W. Tidmarsh, and evidence having been introduced and the Commission having been fully advised in the premises, and findings of fact having been heretofore made and entered in writing and the same being now on file with the Commission,

IT IS BY THE COMMISSION ORDERED, That the Northern Pacific Railway Company do, within ten days after the service of this order upon it, remove the platform and warehouse from its right-of-way in Hatton, in possession of the Seattle Grain Company, immediately adjoining the crossing over the right-of-way at Hatton, so as to leave a free and unobstructed view to persons approaching the crossing of approaching trains, or that it do, within such time, furnish and keep during business hours, a watchman employed at such crossing to warn persons approaching such crossing of approaching trains and of the dangers that may arise from switching, and that such watchman be maintained during the months of August, September, October and November, and during the season when wheat is being actively hauled at such ware-

house; and after the wheat that may be stored in such warehouse during the coming season is moved therefrom and shipped, that then it cause such warehouse to be moved from its right-of-way.

That the defendant company shall notify the Commission within ten days of its election, either to remove such warehouse or to employ such watchman.

IT IS FURTHER ORDERED, That the two boxcars that have been taken from their tracks and placed upon the right-of-way north of the station and an unpainted shack or building in close proximity to such boxcars be removed therefrom and placed at such point as will not obstruct the view to persons approaching the station of approaching trains.

JULY 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

Complainant,

vs.

THE NORTHERN PACIFIC RAILWAY COMPANY,

Defendant.

ORDER.

No. 22

This cause coming on regularly to be heard before the Railroad Commission of Washington, on this 26th day of July, 1909, and it appearing to the Commission that this cause has been duly and regularly heard, that the evidence has been reduced to writing and the cause submitted to the Commission, and findings of fact having been duly made in writing and now on file with the Commission, and the Commission being fully advised in the premises, does now order as follows:

Order Applicable to Olympia:

IT IS BY THE COMMISSION ORDERED, That check springs be placed upon the doors leading into the waiting rooms of sufficient strength to cause said doors to close automatically.

Order Applicable to Little Rock:

IT IS BY THE COMMISSION ORDERED, That a telephone be installed in the station and connected with the telephone system used in said town, in order that the patrons of said road may be able to order cars by the use of such telephone.

Order Applicable to Elma:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the platform in front of the station building at Elma be reconstructed, so as to lower the raised or elevated portion adjoining the station building to a level with the remainder of said platform, and by widening the cinder platform west of the station the width of the balance of the platform; that running water be furnished and maintained in the waiting rooms; that the platform and waiting rooms be furnished with electric or some modern approved light other than kerosene, in

an amount sufficient to properly illuminate such waiting rooms and platform.

Order Applicable to Satsop:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant Northern Pacific Railway Company begin the erection and construction of a standard combination depot, 30 feet by 48 feet, in accordance with plans submitted by the Commission, within thirty days from date of service of this order upon it, and have the same completed within ninety days from and after the service of such order.

Order Applicable to Raymond:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the Northern Pacific Railway Company within thirty days from and after the service of this order upon it, construct and install in the waiting rooms at Raymond modern flush toilets, with proper sewer connections.

IT IS FURTHER ORDERED, That said company install and maintain electric or other modern lights other than kerosene, sufficient in amount to properly illuminate the waiting rooms and platform.

IT IS FURTHER ORDERED, That within such time said railroad company enlarge and extend the facilities for loading freight by building a platform sixteen feet in width extending between Third and Fifth streets, and that they connect the same and the station building with a driveway to Heath street seventy feet in width.

IT IS FURTHER ORDERED, That that portion of the complaint dealing with the construction of a spur and industry track be continued pending negotiations with the city council concerning the franchise.

Order Applicable to Castle Rock:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That within thirty days from and after the service of this order upon the defendant company, it install and maintain at Castle Rock electric or some modern approved light other than kerosene sufficient in amount to properly illuminate the platform and waiting rooms.

IT IS FURTHER ORDERED, That as soon as the city extends its sewer to A and Front streets the defendant railroad company will in thirty days after being notified of such extension, connect with such sewer and install in the depot modern flush toilets.

Order Applicable to Winlock:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant railroad company do within thirty days from and after the service of this order upon it, reconstruct its platform so as to lower the raised or elevated portion thereof to a level with the remainder of such platform, making the platform between the track and the station uniform and approximately fourteen feet in width.

AND IT IS FURTHER ORDERED, That upon the city of Winlock constructing and installing a sewerage system within one hundred feet of the

station building, the railroad company do within sixty days from and after notice being served upon it by the city of such sewerage system being completed, make connections with such system and install modern and sanitary toilets in its station building.

Order Applicable to Roy:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant railroad company do within sixty days from and after the service of this order upon it, erect and construct at the south end of the station a waiting room of sufficient size and dimensions to properly accommodate the traveling public, such waiting room to be not less than 10 feet by 15 feet in size.

Order Applicable to Puyallup:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That additional lights be supplied and kept lighted along the platform, sufficient in quantity to properly illuminate the platform its entire length; and that additional lights should be placed in the waiting rooms sufficient in quantity to illuminate the rooms so as to enable a person to read ordinary print.

Order Applicable to Sumner:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That additional electric lights be placed and maintained at intervals along the platform sufficient in amount and volume to properly illuminate the platform and track next to the station so as to permit passengers to safely reach the east-bound train, and that additional lights be placed in the waiting rooms sufficient to properly illuminate the same; that the space between the rails on the track next to the station and between the platforms on either side of the track be planked from a point where the street is planked between the rails at the northerly end of the platform to the point where the planking crosses at the second crossing southerly therefrom.

IT IS FURTHER ORDERED, That when the street at the northerly end of the platform is improved the full width that the defendant railroad company plank between the tracks and rails and for a foot on either side thereof the full width of the street, to permit of the passage of teams over the same.

IT IS FURTHER ORDERED, That the Northern Pacific Railway Company do, within sixty days from and after the service of this order upon it, submit plans to the Railroad Commission of Washington for an alteration and repair of the said station building or plans for a new station building at Sumner, for the approval of the Commission, at which time a further order will be made concerning such station building, and to that end this cause will be continued; the other improvements heretofore specified to be made within thirty days from and after the service of this order upon the defendant railroad company; the defendant railroad company being allowed thirty days after

the service of this order to introduce any further testimony it may desire bearing upon the safety and sufficiency of the station building.

Order Applicable to Wilkeson:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant, the Northern Pacific Railway Company, do hereafter either stop its passenger train at some point in close proximity to the junction or switch situated in the lower or southerly portion of the town, and that a platform be constructed at such point of sufficient size and dimensions to render it safe for people to get on and off such trains, or in lieu thereof that the station be moved to and maintained at some point in close proximity to the present section house situated between the two ends of town, and that the defendant railroad company notify the Railroad Commission of its election within twenty days after the service of this order upon it, and that in case it elects to move its station, that the same be moved and installed within thirty days after such notice of election is served upon the Railroad Commission.

Order Applicable to Buckley:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That additional lights be furnished at Buckley, either electric lights or some modern approved light other than kerosene sufficient in power to properly illuminate the platform and waiting room, and that the same be installed on or before the first day of October, 1909.

Order Applicable to Enumclaw:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant Northern Pacific Railway Company construct and maintain additional sidetrack facilities, either in the nature of a spur or sidetrack, as the company may elect, of not less than five hundred feet in the clear; that an additional waiting room for the accommodation of ladies should be constructed and maintained by the company, and that a telephone be installed and maintained in the station for the accommodation of the patrons of said road, and that the agent be ordered to furnish and maintain in the waiting rooms pure drinking water, and that such improvements be furnished within sixty days after the service of this order upon the defendant company.

AND IT IS FURTHER ORDERED BY THE COMMISSION, That after the first day of October, 1909, the company install and maintain during the winter months and at all times when trains are scheduled to arrive and depart after dark, sufficient light, either electric or some modern approved light other than kerosene, to properly illuminate the platform and waiting rooms.

Order Applicable to Woodinville:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That running water be installed and maintained in the waiting room at

Woodinville within thirty days from and after the service of this order upon the defendant railroad company.

Order Applicable to Redmond:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That an additional toilet building be erected and maintained at Redmond for the accommodation of women patrons of the road.

Order Applicable to Issaquah:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the waiting room at Issaquah be lighted with electricity sufficient in amount to properly illuminate the waiting room.

Order Applicable to Snohomish:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That an additional waiting room, sufficient in size, be provided at Snohomish, for the accommodation of ladies; that electric lights or some modern approved light other than kerosene be supplied sufficient in quantity to properly illuminate the platform and waiting rooms, and that such facilities be furnished, the electric light within thirty days from and after the service of this order upon the defendant company, and the waiting room within sixty days from and after the service of this order upon the defendant company.

IT IS FURTHER ORDERED, That the hearing with reference to additional sidetracks and industry tracks be continued for the purpose of taking further testimony thereon.

Order Applicable to Sedro-Woolley:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That running water be installed in the waiting-rooms, and that the platform and waiting-rooms be lighted by electric lights sufficient in power and volume to properly illuminate the station building and platform.

Order Applicable to Wickersham:

IT IS BY THE COMMISSION ORDERED, That an additional toilet-room be constructed and maintained for the accommodation of ladies at Wickersham.

Order Applicable to Acme:

IT IS BY THE COMMISSION ORDERED, That the request for a station agent at Acme be and the same is hereby denied.

Order Applicable to Rosalia:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant company do within thirty days from and after the service of this order upon it install electric lights in its waiting-room and on the platform, sufficient in volume to properly illuminate said waiting-room and platform.

Order Applicable to Oakesdale:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That an additional waiting-room be constructed at Oakesdale for the accommodation of ladies while waiting for trains; that running water be installed in the waiting-rooms, and that additional electric lights be installed sufficient in power to properly illuminate the station platform and the approaches thereto; that said improvements shall be made—the installation of the electric lights and running water within thirty days from and after the service of this order upon the defendant, and the construction of said waiting-room within sixty days from and after the service of this order upon said defendant.

Order Applicable to Pullman:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That additional electric lights be installed in the waiting-rooms sufficient to properly illuminate such waiting-rooms; that connections be made with the sewer and modern toilets be installed in the waiting-rooms; that running water be installed in the waiting-rooms; that feed racks and additional chutes sufficient to accommodate and care for the stock be placed in the stockyards, and that such stockyards be supplied with water for the stock when stock is kept therein; that the railway company haul and deposit at the edge of its right-of-way and adjacent to the hole located between its station building and the station building of the Oregon Railroad & Navigation Company, such hole being partly on the right-of-way of the defendant company and the balance in the public street, dirt sufficient in quantity to fill said hole on a level with their right-of-way, so that the city of Pullman can fill such hole with such dirt; that an automatic bell or other warning signal be installed at the crossing immediately south of the station for the protection of travelers.

Order Applicable to Davenport:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the station facilities at Davenport be enlarged and improved so as to provide for an additional waiting-room equal in size to the present waiting-room; that modern flush toilets be installed and maintained in each of the said waiting-rooms; that running water be maintained in the waiting-rooms, and that a telephone be maintained at the expense of the defendant company for the accommodation of the patrons of the road; that a cross-walk be constructed along the thoroughfare leading from the business center of the town to the station building by planking between the rails and on either side thereof, or by constructing a suitable plank and cinder crossing.

IT IS FURTHER ORDERED, That the complaint relative to train service at Davenport be continued.

Order Applicable to Rocklyn:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the platform at Rocklyn station be extended an additional sixty feet and constructed in such a manner that parties alighting from the train will have a suitable platform upon which to alight.

Order Applicable to Cheney:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That electric lights be installed in the waiting-rooms and on the station platform sufficient in amount to properly illuminate such waiting-rooms and platform.

Order Applicable to Sprague:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant railway company do, within thirty days from and after the service of this order upon it, install and maintain in the waiting-room and on the platform electric lights in sufficient volume and power to properly illuminate the waiting-room and platform.

Order Applicable to Lind:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That electric lights of sufficient power to properly illuminate the waiting-rooms and platform be installed and maintained by the defendant company at its station at Lind.

IT IS FURTHER ORDERED, That the crossing immediately west of the station be planked between the rails and on either side thereof the full width of the street crossing.

IT IS FURTHER ORDERED, That a trap be constructed in the wastepipe from the water tank in such a manner as to prevent the gases and foul air from accumulating under the floor to come up through the pipe into the station building.

Order Applicable to Hatton:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the two box-cars north of the station which have been removed from their trucks and placed on the defendant's right-of-way, and an unpainted shack immediately adjoining the same be removed by the defendant company, so as to allow an unobstructed view of approaching trains.

Order Applicable to Eltopia:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the station building at Eltopia be enlarged so as to provide an adequate waiting-room not less than twenty-four feet in length and of the same width as the present station building, or that a new fourth-class stand-ard station be erected at such point, the defendant railway company to elect which improvement shall be made within twenty days from and after the service of this order upon it, and to complete such improve-

ment within forty days after notifying the Commission of such election.

IT IS FURTHER ORDERED BY THE COMMISSION, That this cause be continued in so far as the complaint concerning train service is concerned.

Order Applicable to Kennewick:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That electric lights sufficient to properly illuminate the platform and waiting-room, and freight-room, be supplied and maintained, provided said lights can be procured at the same relative prices that are supplied to other business houses in the town of Kennewick, and at the same relative price charged by similar sized towns similarly situated in Washington; if this cannot be done, the railroad company be ordered to furnish lights of some modern design other than kerosene sufficient in power to properly illuminate the waiting-room, freight-room and platform.

IT IS FURTHER ORDERED, That running water be supplied and maintained in the waiting-room.

IT IS FURTHER ORDERED, That suitable modern flush toilets be installed in each waiting-room.

IT IS FURTHER ORDERED, That telephones be furnished and maintained both at the passenger station and in the freight station for the accommodation of the people and patrons of the road.

IT IS FURTHER ORDERED, That an additional team track be constructed sufficient to allow the spotting and accommodation of at least twenty cars, or that the present team track be extended so as to accommodate an additional twenty cars, and that the approaches thereto be made accessible.

IT IS FURTHER ORDERED, That that portion of the complaint of the citizens of Kennewick complaining that there was not sufficient help to properly handle the freight be continued, so as to ascertain if the help recently added will meet the objection.

IT IS FURTHER ORDERED, That the complaint concerning train service and the passenger schedule be continued in order to ascertain if the new schedule going into effect the 23rd of May meets the complaint or furnishes adequate service.

Order Applicable to Toppenish:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That electric lights be furnished and maintained in the station building and on the platform sufficient in power to properly illuminate the waiting-rooms and platform.

IT IS FURTHER ORDERED, That an additional waiting-room be constructed at once for the accommodation of ladies, the same however, to be of a temporary character, pending the construction of a new depot.

IT IS FURTHER ORDERED, That a watchman or flagman be provided by the defendant company to warn persons approaching the point where

the track crosses the highway situated westerly from the station, of the arrival of trains and the switching of cars.

IT IS FURTHER ORDERED, That this cause be continued to enable the defendant company to work out plans for the construction of a new passenger depot, and the same to be taken up at any time by the Railroad Commission upon notice being given the defendant.

IT IS FURTHER ORDERED, That the hearing of this cause in so far as train service is concerned be continued.

Order Applicable to Train Service on the Walla Walla-Dayton Branch Line:

IT IS BY THE COMMISSION ORDERED, That the Northern Pacific Railway Company do within ten days from and after the service of this order upon it install, maintain, and operate trains on its line of railroad extending from Walla Walla to Dayton and passing through the stations of Mill Creek, Evans, Stanfield, Buroker, Spring Creek, Gilliam, Dixie, Eastman, Minnick, Coppel, Wattsburg, Huntsville, O. R. & N. Crossing, Longs, and then to Dayton in such a manner and on such a schedule that such train will leave Walla Walla not earlier than 5:30 o'clock in the afternoon, arriving in Dayton not later than 7:45 p. m. daily, and that a train shall leave Dayton not earlier than 6:45 a. m., arriving at Walla Walla not later than 9:00 o'clock a. m. daily.

Order Applicable to Unlontown:

IT IS BY THE COMMISSION ORDERED, That the industry or warehouse track at Unlontown be repaired and properly surfaced so that a car can be moved by a shipper with the use of a crowbar in order to facilitate the loading of cars.

Order Applicable to Leon:

IT IS BY THE COMMISSION ORDERED, That the sidetrack or house track running in front of the warehouses at Leon be properly surfaced so as to make such track sufficiently level that cars can be moved by the use of crowbars, so as to facilitate the loading and movement of grain.

Order Applicable to Huntsville:

IT IS BY THE COMMISSION ORDERED, That a portable station, or that a station to be constructed by the defendant company, subject to the approval of the Commission, of sufficient size to accommodate the business at Huntsville be constructed within sixty days from and after the time of the service of this order upon the defendant company.

Order Applicable to Prosser:

IT IS BY THE COMMISSION ORDERED, That the sash and door factory of the St. Paul & Tacoma Lumber Company, located on the railroad right-of-way adjacent to the house-track and immediately adjoining the main thoroughfare in the city of Prosser be removed from its present position so as to allow persons approaching the crossing a sufficient un-

obstructed view of approaching trains on the main track and on the house track or team track, as will render such crossing safe, and in case such building is moved to another portion of the defendant railway company's right-of-way that it be subject to the approval of the Commission.

IT IS FURTHER ORDERED, That the defendant railway company cease from allowing its freight trains to block the main thoroughfare and crossing at Prosser, and that while the engines are taking water the train either be cut or not permitted to stand upon the crossing.

IT IS FURTHER ORDERED, That that part of the petition requesting the construction of a subway at Eighth or Ninth street be continued, in order to allow the town of Prosser an opportunity, if it so desires, to institute condemnation proceedings against the defendant company to obtain the right to erect and maintain a crossing at such point.

IT IS FURTHER ORDERED, That the present warehouse track of the defendant company be extended from its present terminus to the flouring mill, so as to render shipping facilities to the ice and cold storage plant, flouring mill, and other industries which desire to move their yards and manufacturing plants along such extension.

IT IS FURTHER ORDERED, That the building of the St. Paul & Tacoma Lumber Company above mentioned be moved within fifteen days from and after the service of this order upon the defendant company and that it begin the extension of such industry track within thirty days from and after the service of this order upon it and complete the same within ninety days after the service of said order.

Order Applicable to Train Service on Certain Points on the Main Line of the Defendant Company, Pasco Division:

That in addition to the train now scheduled to stop at Toppenish, an additional east-bound train shall be placed on the run scheduled to stop at Toppenish in the forenoon, not earlier than four o'clock a. m.;

That an additional east-bound train be scheduled to stop at Alfalfa on flag in the forenoon, passing through Alfalfa not earlier than 4:10 a. m.;

That an additional train be scheduled to stop east-bound at Mabton in the forenoon and not earlier than 4:30 o'clock a. m.;

That an additional train be provided, scheduled to stop at Prosser east-bound in the forenoon, passing through Prosser not earlier than 4:50 a. m.;

That an additional train be maintained scheduled to stop at Kiona east-bound, passing through Kiona not earlier than 5:20 o'clock a. m.;

That an additional train be maintained scheduled to stop at Kennewick east-bound in the forenoon, passing through Kennewick not earlier than six o'clock a. m.;

That one train each way be scheduled to stop at Glade on flag, such train to be selected by the defendant company;

That additional trains be provided to stop at Eltopia as follows: One train east-bound passing through Eltopia in the forenoon, passing

through Eltopia not earlier than 6:30 a. m., and one additional train be ordered to stop west-bound at Eltopia passing through Eltopia not later than 3:00 p. m.;

That additional trains be provided and scheduled to stop at Mesa as follows: One train east-bound in addition to those already provided passing through Mesa in the forenoon and not earlier than 6:45 a. m., and that an additional train west-bound be maintained and scheduled to stop at Mesa, passing Mesa in the afternoon and not later than 2:45 p. m.

Order Applicable to Train Service on the Yacolt Branch:

IT IS BY THE COMMISSION ORDERED, That a passenger train consisting of sufficient coaches, to properly accommodate the traveling public, leaving Yacolt daily at approximately 6:30 o'clock a. m., and scheduled to arrive in Vancouver not later than one hour and fifty minutes from the time of leaving Yacolt; returning from Vancouver such train shall leave Vancouver at approximately 4 o'clock in the afternoon, arriving at Yacolt not later than two hours after the scheduled time for leaving Vancouver.

IT IS FURTHER ORDERED, That the further hearing of this cause in so far as it affects the stations of Chehalis, Centralia, Kelso, Auburn, Christopher, Thomas, O'Brien, Snohomish, Spangle, Ritzville, Walla Walla, Kent, Lebam, Garfield and Granite Falls, be and the same is hereby continued, subject to the call of the Commission.

JULY 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

Complainant,

vs.

GREAT NORTHERN RAILWAY COMPANY, a corporation,
Defendant.

No. 23

ORDER.

This cause coming on regularly to be heard before the Railroad Commission of Washington on this 26th day of July, 1909, and it appearing to the Commission that this cause has been duly and regularly heard; that the evidence has been reduced to writing and the cause submitted to the Commission; that findings of fact have been duly made in writing and are now on file with the Commission, and the Commission being fully advised in the premises, does now order as follows:

Order Applicable to Blaine:

IT IS BY THE COMMISSION ORDERED, That the waiting-rooms and the platform be lighted with electricity or some other modern approved light other than kerosene, sufficient in volume to properly illuminate

such waiting-rooms and the entire platform; that such lights be installed within thirty days from and after the service of this order upon the defendant company.

Order Applicable to Custer:

IT IS BY THE COMMISSION ORDERED, That an additional waiting-room for the accommodation of ladies be erected and maintained at Custer, at least equal in size to the present waiting-room now in use.

IT IS FURTHER ORDERED, That the freight-room be enlarged by extending the same an additional forty feet, or by making suitable and sufficient additions to accommodate the business, all being subject to the approval of the Commission.

IT IS FURTHER ORDERED, That the present spur track be extended at least two hundred feet, and that the approaches thereto be cleared so as to permit teams to load and unload at all points along such extension.

IT IS FURTHER ORDERED, That the defendant company do within ten days from and after the service of this order upon it, commence the improvements above provided, and that the same be completed within forty days from and after the date of the service of such order.

Order Applicable to Ferndale:

IT IS BY THE COMMISSION ORDERED, That running water be installed in the waiting-room at Ferndale within thirty days from and after the service of this order upon the defendant company.

Order Applicable to Bellingham:

IT IS BY THE COMMISSION ORDERED, That the defendant company do within four months from and after the service of this order upon it, enlarge its freight warehouse by extending the same the full width thereof at least eighty feet, or by making such other sufficient additions and extensions thereto as will accommodate the business, all being subject to the approval of the Commission.

IT IS FURTHER ORDERED, That within four months from and after the service of this order upon the defendant company, said company construct and maintain a team track in addition to the team tracks already provided, for the loading and unloading of cars, of at least seven hundred feet in length.

Order Applicable to Anacortes:

IT IS BY THE COMMISSION ORDERED, That within sixty days from and after the date of the service of this order upon the defendant company, said company furnish and submit to the Commission plans for a suitable station building to be erected and constructed at Anacortes; that after the submission of such plans a further order will be made as the facts justify concerning the erection of a station building, and the time within which the same shall be completed.

IT IS FURTHER ORDERED, That an additional passenger train be run from Anacortes in the forenoon so as to connect with the north and south-bound trains passing through Burlington at approximately the noon hour, which train shall leave Burlington and return to Anacortes after the arrival of each of said trains, and within thirty minutes after the actual arrival of such trains.

Order Applicable to Concrete:

IT IS BY THE COMMISSION ORDERED, That a suitable station building be erected by the defendant company at Concrete, and that plans therefor be submitted to the Commission within thirty days from and after the date of the service of this order upon said defendant company, and that upon receipt of such plans the Commission will make such further order concerning the erection of such station building, and the time within which such station building shall be completed as the facts may justify.

IT IS FURTHER ORDERED, That such plans shall show the plan and outline for a team or house track, and a similar order will be entered concerning the construction of such team track after such plans are submitted.

Order Applicable to Hamilton:

IT IS BY THE COMMISSION ORDERED, That the platform at Hamilton be extended at least fifty feet in length, and so constructed that trains in either direction stopping at the station will enable passengers to alight from the train upon the raised platform without the necessity of passing through the smoking car.

IT IS FURTHER ORDERED, That the hearing concerning train service be continued subject to the call of the Commission.

Order Applicable to Sedro-Woolley:

IT IS BY THE COMMISSION ORDERED, That an additional waiting-room for the accommodation of ladies be constructed and maintained by the defendant company, either by constructing an addition to the building, or by using a portion of the building now used for freight purposes and providing other sufficient freight facilities at the election of the company; the railroad company to notify the Commission within ten days from and after the service of this order upon it of its election, and that such improvement be made within sixty days from and after the date of the service of this order upon the defendant company.

IT IS FURTHER ORDERED, That running water shall be installed in each of the waiting-rooms.

IT IS FURTHER ORDERED, That in the construction of such additional waiting-room, provisions be made for installing therein a modern toilet, or that a suitable toilet be erected accessible to the waiting-room.

IT IS FURTHER ORDERED, That the platform shall be extended at the proper elevation easterly at least twenty-five feet and westerly to the intersection with the street walk.

IT IS FURTHER ORDERED, That the present wood platform be lowered on a level with the top of the rail, and that providing the building can be lowered at a cost of not to exceed one hundred dollars, the building be corresponding lowered.

Order Applicable to Lyman:

IT IS BY THE COMMISSION ORDERED, That within sixty days from and after the service of this order upon the defendant company it construct and maintain at Lyman a suitable station building; that a regular agent be installed at Lyman within such time, and that a spur track or sidetrack, not less than five hundred feet in length, be constructed for the storing of freight cars for loading and unloading thereon.

Order Applicable to Fir:

IT IS BY THE COMMISSION ORDERED, That the hole or depression immediately adjacent to the station at Fir be filled so as to prevent water standing therein and becoming stagnant.

Order Applicable to Stanwood:

IT IS BY THE COMMISSION ORDERED, That a suitable waiting-room be constructed and maintained for the accommodation of ladies equal in size to the present waiting-room; that running water be installed in the waiting-room, providing it can be secured at the same relative price that is charged to other citizens and residents of Stanwood.

IT IS FURTHER ORDERED, That the brush on the easterly side of the right-of-way adjacent to the highway passing over the track at the station be cut down and cleared from off the right-of-way, so as not to obstruct the view of the track to persons driving on the highway.

Order Applicable to Silvana:

IT IS BY THE COMMISSION ORDERED, That an additional track be constructed on the east side of the main line at Silvana, either in the form of a spur track or house track, sufficient in length to permit of the spotting of five cars, and that such improvement be made within ninety days from and after the date of the service of this order upon the defendant company.

Order Applicable to English:

IT IS BY THE COMMISSION ORDERED, That a portable station building of standard size, or one equally as large for the accommodation of passengers and freight be constructed and maintained at English within sixty days from and after the date of the service of this order upon the defendant company; that the platform be extended an additional one hundred feet in length; that the defendant company install a caretaker, whose duty it shall be to receive freight and store the same in the station building, to keep such station building open fifteen minutes before and half an hour after the arrival and departure of all trains scheduled to stop at English, during which time he shall deliver freight

to the consignee upon demand; that the building shall be kept locked and a key furnished the caretaker, or some other person to be agreed upon between the company and the citizens of English.

Order Applicable to Milltown:

IT IS BY THE COMMISSION ORDERED, That a freight building be constructed at Milltown which can be locked, sufficient in size to store less than carload freight arriving at Milltown, and that a key shall be left with some person to be agreed upon between the railroad company and the citizens of Milltown, and that the train crew deposit in such freight house the goods consigned to consignees at Milltown, such improvements to be made within forty days after the date of service of this order on the defendant.

Order Applicable to Richmond Beach:

IT IS BY THE COMMISSION ORDERED, That the defendant railroad company do, within thirty days from and after the service of this order upon it, submit to the Commission plans for a new station building at Richmond Beach, at which time a further order will be made relative to the construction and erection of such station building.

Order Applicable to Mukilteo:

IT IS BY THE COMMISSION ORDERED, That an additional waiting-room be constructed and maintained at Mukilteo for the accommodation of ladies, and that such waiting-room be constructed within sixty days from and after the service of this order upon the defendant company.

Order Applicable to Skykomish:

IT IS BY THE COMMISSION ORDERED, That the defendant railroad company at its election, either move the station so that it is on the side nearest to the town, providing suitable approaches thereto, or that it construct over its tracks a crossing accessible for teams, so as to enable passengers to travel the same, and teams to pass over the same to convey freight from the town to the depot and from the depot to the town, and that the defendant company notify the Commission within ten days from and after the service of this order upon it of its election, and that it do proceed within ten days thereafter to comply with the provisions of this order and complete the same within sixty days from and after such date.

Order Applicable to Startup:

IT IS BY THE COMMISSION ORDERED, That the depression or hole between the tracks opposite the depot and on the east side thereof be filled so as to render a safe driveway to the depot, and a sufficiently level place made to provide for a team turning at such a point; that the hole at the east side of the building and immediately adjoining the building be filled so as to render it safe for rigs to drive to the station to receive and discharge baggage and freight; that the platform be

extended for an additional one hundred feet and in such a manner as to allow passengers traveling in either directions to alight upon the platform when the baggage and express is being discharged; that two separate toilets be maintained and constructed in close proximity and in view of the station, and that the key to the ladies' toilet be accessible at all times without the necessity of inquiring therefor from the agent; that an additional station building be provided, the part thereof to be used as a freight room to be not less than 12x14 feet in size, or such sufficient freight room as will properly care for and store all freight received in the ordinary course of business, which improvement shall be subject to the approval of the Commission, and that additional facilities be afforded passengers so as to properly accommodate passengers alighting and departing, which additional facilities shall be subject to the approval of the Commission.

IT IS FURTHER ORDERED, That a regular agent be installed and maintained at Startup.

IT IS FURTHER ORDERED, That the defendant company install a telephone in connection with its system at Startup for the use of the agent; that such improvements be completed within sixty days from and after the date of the service of this order on the defendant.

Order Applicable to Edmonds:

IT IS BY THE RAILROAD COMMISSION OF WASHINGTON ORDERED, That the defendant railway company erect and construct in the vicinity of James street a new station building containing two station waiting-rooms and so constructed as to be equipped with modern flush toilets and other modern facilities, and that the defendant company do on or before the 1st day of September, 1909, furnish and submit to the Railroad Commission at its office in Olympia plans and blue prints showing the character, size and dimensions of such station building and plans showing the tracks contemplated to be erected and constructed by it at such station, for the approval of the Commission, at which time a further order will be made fixing a time within which such improvements shall be completed.

The further hearing of this cause applicable to Edmonds is continued subject to the call of the Commission.

Order Applicable to Leavenworth:

IT IS BY THE COMMISSION ORDERED, That the defendant company either erect and maintain a new station building at Leavenworth with separate waiting-rooms and modern flush toilets suitable to the demands of the town, and to be subject to the approval of the Commission, or that the present building now used as a passenger and freight depot be so arranged as to provide two waiting-rooms and a baggage-room, and that modern flush toilets be installed in the waiting-rooms.

IT IS FURTHER ORDERED, That in case of the changing of the present depot into a strictly passenger depot that a new freight shed sufficient to accommodate the business, not less than twenty-four feet by fifty

feet, or of sufficient dimensions as the company may elect to build, subject to the approval of the Commission, be constructed in a suitable place, with proper approaches thereto to enable teams to approach the same.

IT IS FURTHER ORDERED, That the defendant company notify the Commission within twenty days from and after the service of this order upon it of its election to construct a new station building or to modify the old one in accordance with this order, and in case the company elects to build a new depot that it submit plans to the Commission, subject to its approval, within forty days from and after the service of this order upon it, and if it elects to rearrange its present depot building, that work be commenced thereon within ten days after such election, and the same be completed within sixty days from and after the service of this order upon it.

IT IS FURTHER ORDERED, That running water be installed in the waiting-rooms, and that electric lights or some modern improved light, other than kerosene, be furnished sufficient in quantity to light the waiting-rooms and platform.

Order Applicable to Rock Island:

IT IS BY THE COMMISSION ORDERED, That a portable station building, consisting of two compartments, one for the storage of freight, and the other for the shelter of passengers, be established and maintained at Rock Island; that a double hasp and two locks, one for the use of the crew and the other for the use of the shippers and persons receiving freight, be kept on the portion used for the storage of freight, and a key therefor be left with Mr. Keane; that the key to that portion of the station for the shelter of passengers be left with Mr. Keane; that a lantern be kept at the station building with which night trains may be flagged, and that in the winter time a stove be installed in such waiting-room and fuel be supplied for heating; that such improvements be made within sixty days from and after the service of this order upon the defendant company.

Order Applicable to Winchester:

IT IS BY THE COMMISSION ORDERED, That the defendant company do within thirty days from and after the service of this order upon it make arrangements with some person at Winchester to act as caretaker for the station, open the station before the arrival of each train scheduled to stop at Winchester at least thirty minutes and keep the same open until after the departure of such train; that said station building be furnished with a stove, lights and that fuel be supplied for use during inclement weather; that a double hasp be placed upon the freight portion of the depot with double locks and two keys, one key to be left with the caretaker or some person to be agreed upon between the company and the residents of Winchester, and that in case of the failure of said company to install and maintain a caretaker at Winchester a regular agent shall be installed.

IT IS FURTHER ORDERED, That as soon as the extension of the telephone reaches Winchester a telephone shall be installed either at the station or at some certain point to be agreed upon between the citizens and the railroad company.

IT IS FURTHER ORDERED, That the complaint as to train service be continued.

Order Applicable to Ephrata:

IT IS BY THE COMMISSION ORDERED, That the defendant company install inflectors on the lamps at the station platform and hereafter light the same at least half an hour before the schedule time for the arrival of all trains due to stop at Ephrata at night and keep the same lighted for fifteen minutes after the departure of such trains.

Order Applicable to Irby:

IT IS BY THE COMMISSION ORDERED, That the hole in the immediate vicinity of the depot within the railroad right-of-way be filled with dirt.

Order Applicable to Krupp:

IT IS BY THE COMMISSION ORDERED, That the defendant railroad company build a sidewalk from the station across its right-of-way to an intersection with the first platted street; that an additional team track be constructed at Krupp sufficient to accommodate and spot five cars; that train No. 4 east-bound stop at Krupp, and that No. 26 east-bound be scheduled to stop at Krupp; that No. 25 west-bound also stop at Krupp, in addition to the trains now provided; that an agent be on duty at Krupp not later than eight o'clock in the morning, remaining on duty until twelve o'clock noon, and from one o'clock p. m. until 4:30 o'clock p. m., and from seven o'clock in the evening until 10:30 o'clock p. m.; that such sidewalk be constructed within twenty days from and after the service of this order on the defendant company and such additional team track be constructed within forty days after such date.

Order Applicable to Wilson Creek:

IT IS BY THE COMMISSION ORDERED, That an additional waiting-room shall be constructed and maintained for the accommodation of ladies, and that the same be so constructed that a modern flush toilet can be installed therein with proper cesspool connections; that running water be installed in the station building, and that in the future the station building and platform shall be kept lighted prior to and for fifteen minutes after the departure of all night trains.

IT IS FURTHER ORDERED, That the stock yards be removed from their present location to the western portion of the town and placed upon lots dedicated to the defendant company by Mr. Fairplay, or some other suitable place to be selected by the company farther removed from the station building; such improvements to be made within forty days from and after the date of the service of this order on the defendant.

Order Applicable to Lamona:

IT IS BY THE COMMISSION ORDERED, That a caretaker be installed and maintained at such station, directed to open the station one-half hour prior to the arrival of all schedule trains stopping at Lamona and keep such station open until one-half hour after the departure of such trains, during which time he shall deliver freight to the consignees; that the station building be equipped with a stove, lights and fuel sufficient to keep the same heated during inclement weather.

IT IS FURTHER ORDERED, That additional facilities be provided for team loading, either by the extension of the spur track a distance of two hundred feet, or the utilizing the space now occupied by the lumber company, or making accessible an additional two hundred feet to the sidetrack by leveling and grading so as to make the same accessible for teams.

IT IS FURTHER ORDERED, That the station building be removed from its present location to a point at least one hundred and twenty feet westerly from the water tank.

IT IS FURTHER ORDERED, That as soon as the telephone line is extended so as to reach Lamona a telephone be installed and maintained for long distance communication, either in the station building or at some point to be agreed upon between the citizens of Lamona and the defendant company; such improvements to be made within sixty days after the service of this order on defendant.

(I dissent from that portion of the order providing for moving the station building. H. A. FAIRCHILD, *Commissioner*.)

Order Applicable to Mohler:

IT IS BY THE COMMISSION ORDERED, That the spur track now located at Mohler be extended an additional nine hundred feet, and that the same be made accessible for a distance of four hundred feet for teams to load and unload, the balance of said spur to be for additional warehouse purposes.

IT IS FURTHER ORDERED, That a caretaker be provided to keep the station open, whose duty it shall be to open the station for a half-hour before the time of the arrival of trains scheduled to stop at Mohler and to keep the same open for half an hour after the departure of such trains, during which time said caretaker shall deliver to consignees any freight called for; that such caretaker shall see that the station building is properly lighted, ventilated and heated.

IT IS FURTHER ORDERED, That the defendant company construct and erect additional freight facilities to be at least three times the size of the present freight room or such facilities as will be ample and subject to the approval of the Commission; that as soon as a telephone line is extended to reach Mohler, connections be made at the expense of the company, and a telephone be installed either in the station building or some place to be agreed upon so as to enable the patrons of the road to be informed of the probable time of the arrival of trains.

IT IS FURTHER ORDERED, That a loading chute be provided for the loading of stock, such improvements to be made within ninety days after the service of this order upon the defendant.

Order Applicable to Harrington:

IT IS BY THE COMMISSION ORDERED, That additional station facilities be provided either by the construction of an additional waiting-room equal in size to the present one, and the installing of flush toilets in each of said waiting-rooms, or by the erection of a new station building in accordance with plans to be submitted to the Commission, the company to elect and notify the Commission of its election within fifteen days from and after the service of this order upon it. In case the company elects to build an addition to the station, then that the same be erected within fifty days from and after the date of the service of this order upon the defendant company. In case the company elects to construct a new depot, then such company shall submit to the Commission plans for such new depot building for the approval of the Commission, at which time a further order will be made fixing the time within which work shall be commenced and the building constructed.

(I dissent from this order insofar as it allows the Great Northern Railway to elect as to whether it will remodel the present station or erect a new one. A new depot should be erected. JESSE S. JONES.)

IT IS FURTHER ORDERED, That electric lights be provided for the waiting-rooms and platforms sufficient to illuminate such rooms and platforms.

IT IS FURTHER ORDERED, That a flagman be installed for the months of September, October and November at the crossing immediately west of the station to warn persons about to cross the track of the approach of trains.

IT IS FURTHER ORDERED, That at the times when stock is in the stock yards, water shall be supplied at the expense of the railroad company.

Order Applicable to Peshastin:

IT IS BY THE COMMISSION ORDERED, That a caretaker be provided by the defendant railway company within twenty days from and after the service of this order upon it, and maintained at Peshastin, whose duty it shall be to open the station building a half-hour prior to the scheduled time of arrival of trains scheduled to stop at Peshastin and keep the same open until at least half an hour after the departure of such trains, during which time he shall deliver to consignees freight consigned to them; that, during such time, he shall keep the waiting-room open and keep the same properly ventilated and lighted and, during inclement weather, keep the waiting-room properly heated, and that the defendant company shall furnish such facilities for such station as will enable this order to be complied with.

Order Applicable to Bossburg:

IT IS BY THE COMMISSION ORDERED, That a station agent be employed and maintained at Bossburg for the period of six months and that such agent be installed within twenty days from and after the date of the service of this order upon the defendant company; that after the expiration of six months, if the earnings of said station do not improve, the defendant company may petition the Commission for a modification of this order to the extent of having a caretaker installed to take the place of the regular agent.

Order Applicable to Orient:

IT IS BY THE COMMISSION ORDERED, That a new station building be erected, standard pattern, not less than twenty feet in width by forty-eight feet in length, or a suitable station building be erected subject to the approval of the Commission; that two waiting-rooms be provided in such station building and running water be installed in each waiting-room, provided that such water can be procured at a sum not to exceed \$1.50 per month for a single faucet; such station building to be erected within sixty days from and after the date of the service of this order on defendant.

Order Applicable to Velvet:

IT IS BY THE COMMISSION ORDERED, That a shelter shed for passengers, with an enclosed freight shed not less than twelve by sixteen, be constructed at Velvet; that the freight shed be provided with a double hasp and that a key be left with the postmaster at Velvet; that all freight consigned to Velvet be by the train crew deposited in the freight shed and the door thereof locked after the freight is so deposited therein; such improvement to be made within thirty days after the service of this order on defendant.

Order Applicable to Meyers Falls:

IT IS BY THE COMMISSION ORDERED, That the platform at Meyers Falls be extended, either by the construction of a cinder platform or a continuance of the present platform for such a distance as to allow persons alighting from the coaches to alight upon the raised platform when the baggage car is opposite the present platform; such improvement to be made within twenty days after the service of this order on defendant.

Order Applicable to Colville:

IT IS BY THE COMMISSION ORDERED, That the cinder platform be extended similar in construction to the present platform from a point adjoining the waiting platform fifty feet south.

IT IS FURTHER ORDERED, That unless the railroad company elects to construct a new station building at Colville, it do within sixty days from and after the service of this order upon it erect and construct a

suitable ladies' waiting-room in connection with the present buildings. In case the defendant company elect to build a new station it shall notify the Commission of its election within twenty days from and after the service of this order upon it and shall within thirty days thereafter furnish the Commission with plans for its approval, at which time a further order will be made concerning the time within which such new station building shall be constructed.

IT IS FURTHER ORDERED, That electric lights or some modern approved lights other than kerosene, sufficient in power to light the waiting-rooms and platform, be furnished and maintained.

IT IS FURTHER ORDERED, That running water be installed in each of the waiting-rooms.

IT IS FURTHER ORDERED, That the cars of the defendant railroad company be so placed as to not obstruct the sidewalk leading to the station.

IT IS FURTHER ORDERED, That a telephone be installed in the station on a single party line.

IT IS FURTHER ORDERED, That expense bills or shipping bills be furnished the consignees within twenty-four hours after the arrival of goods at the station in the ordinary course of business.

IT IS FURTHER ORDERED, That whenever any shipper ordering cars makes a request upon the agent that he be notified of the time when the car or cars are supplied and spotted, and that such notice shall be given, and that the free time of loading will not begin until such notice is given to the consignor or shipper of such car being spotted.

IT IS FURTHER ORDERED, That the cars running in the train from Marcus be kept in a clean and sanitary condition.

IT IS FURTHER ORDERED, That modern flush sanitary toilets be installed in each of the waiting-rooms.

Order Applicable to Palmer Spur:

IT IS BY THE COMMISSION ORDERED, That the track or siding at Palmer Spur be extended such a distance as will be sufficient to permit the spotting at such point of fifteen cars, to be completed within thirty days after service of this order on defendant.

Order Applicable to Kell:

IT IS BY THE COMMISSION ORDERED, That a shelter station for passengers and a suitable enclosed station building for the receiving of freight be constructed at Kell, subject to the approval of the Commission; that the door thereof be provided with a double hasp; that the train crew deposit freight consigned to Kell in the freight house and securely lock the doors, and that a key be left with some person at Kell to be agreed upon by the railway company and the citizens of Kell; such improvements to be made within thirty days after the service of this order on defendant.

Order Applicable to Arden:

IT IS BY THE COMMISSION ORDERED, That sidetrack facilities sufficient to accommodate four cars, the same to be constructed so as to permit free access to such cars for loading and unloading in addition to the sidetrack facilities already at Arden be furnished within sixty days from and after the service of this order upon the defendant company.

IT IS FURTHER ORDERED, That the 11:45 train going toward Colville stop at Arden on flag for the purpose of taking on passengers.

Order Applicable to Sultan:

IT IS BY THE COMMISSION ORDERED, That the defendant railroad company do within thirty days from and after the date of the service of this order upon it, provide facilities at Sultan for an additional waiting-room for the accommodation of ladies, either by building such waiting-room or by utilizing portions of the present building now given up to other use for such purpose.

IT IS FURTHER ORDERED, That the defendant company do within sixty days from and after the service of this order upon it, provide sufficient facilities for the accommodation of the freight consigned to and to be shipped from Sultan, such additional freight-room so to be built to be not less than forty feet additional on said building, or sufficient to properly store and handle such freight, and to be subject to the approval of the Commission.

IT IS FURTHER ORDERED, That the defendant company do within sixty days from and after the date of the service of this order upon it, widen the platform so that the same will be not less than ten feet in width at the narrowest point, with an average width of not less than fourteen feet at points other than in front of the window in the front of the station building, the same to be accomplished either by moving the tracks or by moving the building.

IT IS FURTHER ORDERED, That the station building be unlocked and kept unlocked, properly heated and ventilated for at least thirty minutes prior to the arrival of all trains scheduled to stop at Sultan and kept open until after the departure of such scheduled trains.

Order Applicable to Monroe:

IT IS BY THE COMMISSION ORDERED, That the defendant railway company shall on or before the 15th day of September, 1909, submit to the Railroad Commission of Washington, at its office in Olympia, a blue print and plans showing the contemplated changes in its facilities and station grounds and tracks at Monroe, and shall further submit at such time plans showing proposed station buildings at Monroe and the location of the same, at which time a further order will be made specifying the improvements to be made at Monroe and the time within which the same shall be completed.

AND IT IS FURTHER ORDERED, That in case the railroad company fail to submit such plans and blue prints, that it do on or before the 10th day of October, 1909, erect, construct and maintain a modern station

building on the side of its track nearest the town, with two waiting-rooms, provided with modern flush toilets, equipped for lighting with electricity and with facilities for installing running water; which station shall be of suitable size and dimensions to properly accommodate the business at Monroe and which shall be subject to the approval of the Commission, and that it do within such time construct and erect a suitable freight building sufficient in size to properly accommodate the business and accessible for teams, which shall also be subject to the approval of the Commission.

AND IT IS FURTHER ORDERED, That within such time in case of its failure to submit such plans, that it shall erect and construct in addition to the side and team tracks already provided an additional 600 feet of track available for team loading and that the entire 600 feet shall be available for teams to approach and to load and discharge freight along its entire length.

Order Applicable to Blue Creek:

IT IS BY THE COMMISSION ORDERED, That a suitable station building with separate apartments for passengers and freight, sufficient to meet the needs of the station, and which shall be subject to the approval of the Commission, be erected and constructed at Blue Creek; that a caretaker be provided by the defendant company, whose duty it shall be to open the station at least one-half hour before the time scheduled for the arrival of all trains stopping at Blue Creek, and keep such station open for half an hour after such trains have departed, during which time he shall deliver freight to consignee on demand; that facilities shall be furnished to properly and sufficiently light and heat the station waiting-room; that freight consigned to Blue Creek shall be unloaded and placed in the station building by the train crew, or the caretaker, the doors being securely locked by the train crew; that a double hasp be provided for the freight house door and a key left with some person living at Blue Creek to be agreed upon between the citizens of Blue Creek and the railroad company; that the caretaker shall keep the building properly heated during the inclement weather half an hour prior to the arrival of trains; that additional sidetrack facilities, convenient for loading and unloading cars, shall be provided of at least three hundred feet in the clear; such improvements to be made within sixty days from and after the date of the service of this order on defendant.

IT IS FURTHER ORDERED, That train No. 256, leaving Spokane at 8:45 a. m. stop at Blue Creek on flag, and that train No. 261, leaving Marcus at 4:00 p. m., stop at Blue Creek on flag.

Order Applicable to Chewelah:

IT IS BY THE COMMISSION ORDERED, That a crossing be constructed over the house track at the end of the depot where the freight is taken so as to enable teams to drive over and across such house track to the loading and unloading platforms at the depot, to be constructed within thirty days from service of this order on defendant.

Order Applicable to Valley:

IT IS BY THE COMMISSION ORDERED, That an electric light of not less than sixteen-candle power be installed in the waiting-room, and an electric light of not less than sixteen-candle power be installed upon the platform at Valley, to be installed within twenty days after service of this order on defendant.

Order Applicable to Gray:

IT IS BY THE COMMISSION ORDERED, That a shelter station be constructed at Gray for the shelter of passengers from inclement weather, and an enclosed building for storing freight, sufficient in size to accommodate the less than carload shipments into Gray, and the less than carload shipments from Gray, be also constructed; that freight consigned to Gray in less than carload lots be by the defendant company deposited in such freight room, and after so depositing the same therein the door shall be locked; that a key to such freight room be left with the storekeeper at Gray; that a suitable platform be constructed in connection with such station building; that the agent at Springdale or whatever station may hereafter have jurisdiction over the cars and shipments at Gray, be and is hereby required to notify shippers ordering cars, either by telephone or by postal card, at the election of the person so ordering the car, of the time when cars are spotted on the sidetrack at Gray for loading, giving such shipper the number of the car so set out to him under his order, and that he give such notice on the day that the car is so set out; that such order be complied with within forty days after the service of this order on defendant.

Order Applicable to Kulzer's Spur:

IT IS BY THE COMMISSION ORDERED, That one passenger train in either direction be directed by the defendant company to stop at Kulzer's Spur on flag, and that the same be shown on the next published schedule; that the defendant company elect which passenger train it will stop on flag within the next ten days from and after the service of this order upon it, and immediately upon such election notify the Railroad Commission and Mr. J. G. Kulzer by letter of such election, designating the number of the train selected.

Order Applicable to Chattaroy:

IT IS BY THE COMMISSION ORDERED, That a station building, not less than twelve by forty feet in size, or a suitable building shall be erected by the railroad company subject to the approval of the Commission, which building shall be divided into a waiting-room and a room for the storage of freight; that the company install and maintain a caretaker, whose duty it shall be to open the station room one-half hour before the arrival of trains and keep the same open for half an hour after the departure of such trains, during which time he shall receive and store goods for shipment and deliver goods to the consignees; that

the freight room shall be provided with a double hasp and that the freight crew shall deposit in such freight room all freight consigned to Chattaroy; that one of the keys shall be left with some person to be agreed upon between the citizens of Chattaroy and the defendant railroad company; that suitable provision shall be made for lighting and heating the station by the caretaker; such improvements to be made within forty days after the service of this order on defendant.

Order Applicable to Camden:

IT IS BY THE COMMISSION ORDERED, That a station building not less than twelve by thirty-two feet in size or a suitable building to be approved by the Commission be erected at Camden, divided into two compartments, one for passengers and one for the storage of freight; that a caretaker be installed, whose duty it shall be to open the station half an hour before the arrival of trains scheduled to stop at Camden and keep the same open for half an hour after the departure of same, and during the inclement weather to keep the station properly heated and to keep the station rooms properly lighted; that a double hasp be provided for the compartment in which the freight is stored, and that the defendant's freight crew deposit all freight in said freight rooms, and that a lock be provided, and the key thereof be left with some citizen of Camden. This order concerning the caretaker is made with the proviso that a competent person can be secured in Camden, who for a reasonable compensation will assume the duties of caretaker. Such improvements to be made within sixty days after the date of the service of this order on defendant.

Order Applicable to Scotia:

IT IS BY THE COMMISSION ORDERED, That the defendant company erect a suitable station building divided into separate compartments for the accommodation of freight and passengers, which building shall be subject to the approval of the Commission; that work shall be commenced thereon within thirty days after the service of this order upon the defendant company, and completed within ninety days after the service of such order.

Order Applicable to Newport:

IT IS BY THE COMMISSION ORDERED, That the defendant company do within twenty days from and after the service of this order upon it submit to the Railroad Commission plans for a new station building to be erected at Newport, and plans showing any changes that it contemplates in its yards and tracks at Newport. In case of its failure to submit such plans it is by the Commission ordered that the defendant company construct at Newport a station building adequate to the needs and wants of Newport, such station building to be modern, containing two waiting-rooms, providing for running water and modern flush toilets in each waiting-room, all of which shall be subject to the approval of the Commission, and if such plans are not submitted.

as aforesaid, then the defendant company begin the construction of suitable and adequate depot within twenty days from and after the date of the service of this order upon it, and have the same completed within four months from and after such date; that such new station building and platform be lighted with electric lights or some other modern approved light other than kerosene, sufficient in power to properly illuminate the same; that in the meantime, and pending such changes, a flagman be installed at the crossing at Union avenue to warn and protect teamsters and passengers crossing said track, and that such flagman be installed within ten days after the service of this order upon the defendant company.

JULY 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

NORTHERN PACIFIC RAILWAY COMPANY,
Defendant.

No. 22
ORDER.

This cause coming on to be heard on the findings of fact heretofore filed herein, and it appearing to the Commission that this cause was duly called for trial, all parties appearing, that evidence was taken and findings of fact made in writing and are now on file with the Commission, that the cause was taken under advisement by the Commission, and the Commission being now fully advised in the premises, it is now by the Railroad Commission of Washington ordered, as follows, to-wit

Order Applicable to Kent:

That within sixty days from and after the date of the service of this order upon the defendant railroad company, said defendant company shall erect, construct and maintain an additional waiting-room at Kent for the accommodation of ladies equal in size to the present waiting-room; that in the construction of such waiting-room provision shall be made for installing modern flush toilets, and that as soon as the sewer in Kent is extended to within a reasonable distance of the station building that the defendant company shall cause connections to be made with such sewer, and thereafter maintain modern flush toilets in each of the waiting-rooms.

Order Applicable to Garfield:

IT IS BY THE COMMISSION ORDERED, That a suitable waiting-room for ladies be constructed within sixty days from and after the service of this order upon the defendant company; that running water be installed in the waiting-room within such time, and that additional lights

aggregating not less than fifty-candle power be installed and maintained upon the platform so as to sufficiently illuminate the platform and the approaches thereto.

Order Applicable to Granite Falls:

IT IS BY THE COMMISSION ORDERED, That a suitable and substantial walk be constructed by the defendant railroad company across its right-of-way and grounds at Granite Falls from a point approximately opposite the station building easterly to the town and an intersection with the highway for the accommodation of passengers and intending passengers.

IT IS FURTHER ORDERED, That a passenger train leave Granite Falls daily in time to connect with train No. 4 at 10:42 a. m., in addition to the train service now furnished Granite Falls.

Order Applicable to Lebam:

IT IS BY THE COMMISSION ORDERED, That a standard combination depot, 30 feet by 48 feet, in accordance with plans submitted, be erected at Lebam within sixty days from and after the service of this order upon the defendant company.

JULY 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

THE GREAT NORTHERN RAILWAY COMPANY,
a corporation, *Defendant.*

No. 23

ORDER.

This cause coming on to be heard on this 19th day of October, 1909, on the petition of the defendant for an extension of time within which to comply with the orders of the Commission made and entered in this cause on the 26th day of July, 1909, and the Commission being fully advised in the premises, it is by the Commission ordered that said petition be and the same is hereby denied.

OCTOBER 19, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

THE GREAT NORTHERN RAILWAY COMPANY,
Defendant.

No. 23

ORDER.

This cause coming regularly to be heard on the application of the Great Northern Railway Company for a vacation of the order heretofore entered in this cause ordering and directing the defendant railroad company to, within twenty days from the service of the order

upon it, submit to the Railroad Commission plans for a new station building to be erected at Newport, and plans showing any changes that it contemplates in the yards and tracks at Newport, and further providing that, in case of its failure to submit such plans, the said company construct at Newport a station building therein described, completing the same within four months from and after such date; and it appearing to the Commission that the defendant company has entered into negotiations with the residents and citizens of Newport looking to the erection and construction of a more pretentious station building than that provided for in the order, and has promised and agreed with the citizens and residents of Newport to begin the erection and construction of such new building in the spring of 1910; and the residents and citizens of Newport, through the Commercial Club of Newport, having joined in such petition for the vacation of such order, believing it to be the best interests of the citizens of Newport that time be given the defendant company to erect such station building; and the Commission, being fully advised in the premises, grants such petition, and

IT IS NOW ORDERED, That the order, insofar as the same affects the submission of plans and erection of a station building at Newport, which order bears date the 26th day of July, 1909, be and the same is hereby vacated and set aside;

AND IT IS FURTHER ORDERED, That this cause be continued, subject to the further order of the Commission;

AND IT IS FURTHER ORDERED, That on or before the first day of March, 1910, the said defendant railroad submit to the Commission for its approval plans for the contemplated station building at Newport to be erected by the defendant company, and plans showing any changes that it contemplates in its yards and tracks at such point.

NOVEMBER 5, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

GREAT NORTHERN RAILWAY COMPANY, a corporation, and the LAKE WHATCOM LOGGING COMPANY, a corporation,

Defendants.

No. 24

ORDER.

This cause having been regularly called for hearing, all parties appearing and evidence having been introduced on behalf of the complainant and the defendants, and the cause having been submitted to the Commission, and findings of fact having been made by the Commission in writing, being now on file herein, and the Commission being fully advised in the premises, it is by the Commission ordered as follows, to-wit:

That the Great Northern Railway Company do furnish at Belle-

ville proper station facilities for the accommodation of passengers arriving daily at such station, which facilities so to be furnished shall be subject to the approval of the Commission.

JULY 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE TARIFF ON LOGS BETWEEN HALTER-
MAN'S AND EVERETT ON THE PETITION OF
THE NORTHERN PACIFIC RAILWAY COM-
PANY.

No. 25
ORDER.

This cause coming on regularly to be heard on the application of the Northern Pacific Railway Company authorizing it to refund to shippers of saw logs between Halterman's and Everett between the 29th day of October, 1908, and December 7th, 1908, of sums in excess of \$1.45 per thousand feet, and it appearing to the Commission that at all times between March 10th and October 29th, 1908, the tariff in force between such points was the sum of \$1.45 per thousand and that on or about the 29th day of October, 1908, such tariff was canceled and that it was reissued on or about the 7th day of December, 1908, and that said rate is now in force; that during said time between October 29th and December 7th, 1908, shippers believed the tariff rate as established was the sum of \$1.45 per thousand feet, and it appearing to the Commission that justice will be subserved by permitting such refund to be made, and the Commission being advised in the premises,

IT IS NOW ORDERED BY THE COMMISSION, That the Northern Pacific Railway Company be and it is hereby permitted to make refunds upon all shipments of logs between Halterman's and Everett occurring between October 29 and December 7th, 1908, on collections in excess of the sum of \$1.45 per thousand.

IT IS FURTHER ORDERED, That if the Northern Pacific Railway Company elects to make such refund to any shippers that refund shall be made to all shippers paying such excess sum during said time.

All of which is fully ordered.

APRIL 24, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE TARIFF ON FUEL OIL BETWEEN SEAT-
TLE, EVERETT AND LOWELL ON THE PETI-
TION OF THE GREAT NORTHERN RAILWAY
COMPANY.

No. 26
ORDER.

This cause coming on regularly to be heard on the application of the Great Northern Railway Company authorizing it to refund to shippers of fuel oil between points intermediate to Seattle and Everett between November 1st, 1908, and March 9th, 1909, of all sums in excess of fifty cents per ton, and it appearing to the Commission that at all times

between May 31st, 1907, and November 1st, 1908, the tariff in force between such points was the sum of fifty cents per ton and that on or about November 1st, 1908, such tariff was cancelled and reissued and that between said date of November 1st, 1908, and March 9th, 1909, by error, the rates effective from Seattle to Everett and Lowell did not apply to intermediate points under the provisions of this tariff, and it appearing to the Commission that justice will be subserved by permitting such refund to be made, and the Commission being advised in the premises,

IT IS NOW ORDERED BY THE COMMISSION, That the Great Northern Railway Company be and it is hereby permitted to make refunds upon all shipments of fuel oil between Seattle and Everett occurring between November 1st, 1908, and March 9th, 1909, on collections in excess of the sum of fifty cents per ton.

AND IT IS FURTHER ORDERED, That if the Great Northern Railway Company elects to make such refund to any shipper that such refund shall be made to all shippers paying such excess sum during said time.

All of which is finally ordered.

APRIL 15, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

Complainant,

VS.

No. 27

THE CHICAGO, MILWAUKEE & PUGET SOUND

ORDER.

RAILWAY COMPANY, a corporation,

Defendant.

This cause coming on regularly to be heard on this 4th day of August, 1909, and it appearing to the Commission that this was duly and regularly called for trial, all parties appearing, that evidence was introduced by and on behalf of the complainant, and by and on behalf of the defendant, that the cause was duly submitted to the Commission, that findings of fact have been regularly made in writing and are now on file in this cause, and the Commission being fully advised in the premises, does make the following order:

IT IS BY THE COMMISSION ORDERED, That a station building, sufficient to accommodate the needs of the residents of and at Pine City, be constructed at Pine City and that a caretaker be employed by the defendant company to look after and care for the said station building, whose duty it shall be to open up such station building at least one-half hour before the arrival of passenger trains scheduled to stop at Pine City and keep the same open for half an hour, after the departure of said trains, during which time he shall deliver to consignees freight consigned to them and shall observe the rules of the Commission by keeping the station building properly lighted and heated, and that the defendant company shall schedule sufficient passenger trains to stop at Pine City as will accommodate the passenger travel from such points.

IT IS FURTHER ORDERED, That a sidetrack or industry track be constructed within the immediate vicinity of Pine City sufficient in length to permit the erection and construction of warehouses sufficient to permit teams to unload cars shipped into Pine City with freight in carload lots; to load cars with freight destined for shipment from Pine City in carload lots. All of which improvements shall be subject to the approval of the Commission.

AND IT IS FURTHER ORDERED, That the improvements be made within thirty days from and after the date of the service of this order upon the defendant company.

All of which is finally ordered.

AUGUST 4, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

VS.

SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY, a corporation,
Defendant.

No. 28

ORDER.

This cause coming on regularly to be heard before the Railroad Commission of Washington on this second day of August, 1909, and it appearing to the Commission that this cause has been duly and regularly heard, that the defendant company has appeared, and evidence having been introduced on behalf of the complainant and on behalf of the defendant, and the cause having been submitted to the Commission, and findings of fact having been made in writing and being now on file with the Commission, and the Commission being fully advised in the premises, it is now by the Commission ordered:

Order Applicable to Cascade:

IT IS BY THE COMMISSION ORDERED, That the present spur at Cascade, situate on the north side of the track and being now used by the Tablerock Lumber Company for loading its product, be not removed without first obtaining the consent of the Commission so to do, but that the same be maintained and that the Tablerock Lumber Company be authorized to use the same for shipping its product: *Provided, however,* That said Tablerock Lumber Company pay to the defendant company from time to time the fair and reasonable cost of maintaining such spur, the defendant railway company to present to such lumber company bills showing the expenditures for such maintenance.

AND IT IS FURTHER ORDERED, That the defendant company, at any time after six months from and after the date of the service of this order upon it, may petition the Railroad Commission for leave to abandon such spur track, at which time a further hearing will be held and such order entered as all the facts may at such time justify.

Order Applicable to Stevenson:

IT IS BY THE COMMISSION ORDERED, That within twenty days from and after the service of this order upon the defendant, running water be installed in the station waiting-room; that the waiting-room and platform be lighted with electricity or some modern light other than kerosene, sufficient in amount to properly illuminate the same; that the platform be extended, either by plank or cinder, for such a distance on either side of the present platform that when baggage and express are being discharged persons alighting from the rear coaches may alight on such raised platform; that the depression near the station building, in the yards, over which people are compelled to drive in reaching the station, be filled with gravel so as to be raised to a level with the surrounding ground, doing away with the muddy condition heretofore existing.

IT IS FURTHER ORDERED, That within thirty days from and after the date of the service of this order upon the defendant, the defendant company grade and level the entire space adjacent to the sidetrack or team track so that the entire space will be available for loading or unloading cars.

IT IS FURTHER ORDERED, That the further hearing of this cause as to additional sidetrack facilities be continued, to ascertain if the grading and repairing of the approaches to the sidetrack will accommodate the carload shipments, and, if the available space is not sufficient, further testimony will be taken and such further order made as to the extension of such tracks as the facts at the time of such further hearing may justify.

Order Applicable to White Salmon Station:

IT IS BY THE COMMISSION ORDERED, That the defendant company show on all its tariffs and folders the station of Bingen, and that the same be shown, not by a star and footnote, but that it be shown as a station, and, if the name of White Salmon is retained, that the name of "Bingen and White Salmon" or "White Salmon and Bingen" be bracketed and shown as the same station; that when tickets are sold to passengers desiring a ticket to Bingen, the tickets shall bear the name of Bingen thereon in connection with the name of White Salmon.

Order Applicable to Centerville:

IT IS BY THE COMMISSION ORDERED, That the request for a general agent be and the same is hereby denied.

IT IS FURTHER ORDERED, That the caretaker employed by the defendant company shall open the station building at least half an hour prior to the scheduled time of arrival of trains scheduled to stop at Centerville, during which time he shall keep such station properly ventilated, and heated during inclement weather, and keep the same open until fifteen minutes after the departure of such trains, during which time he shall deliver to consignees freight consigned to them, on demand; that all freight consigned to Centerville in less than carload lots shall

be, by such caretaker or the train crew, placed in the freight room and the door of such room locked.

IT IS FURTHER ORDERED, That the defendant company shall furnish water in the corral whenever stock is confined therein, on demand, such water to be furnished either by digging and installing a well and pump or by the defendant company hauling sufficient water to properly water the stock when demanded by the shipper.

Order Applicable to Finley:

IT IS BY THE COMMISSION ORDERED, That the approaches to the platform be lengthened by the construction of cinder platforms or other filling, so as to enable passengers to alight from the trains on the filled or elevated portion.

IT IS FURTHER ORDERED, That the approach to the platform from the road be made accessible by grading and filling with cinders, so as to make the approach safe, accessible and easy, all of which shall be subject to the approval of the Commission.

IT IS FURTHER ORDERED, That the space at the rear of the depot, where the teams load the freight from the depot, shall be filled to such a height that the beds of the wagons shall be on approximately a level with the station platform, and graded up to be accessible for teams to load and unload.

IT IS FURTHER ORDERED, That a caretaker be installed and maintained at Finley, whose duty it shall be to open the station building at least half an hour prior to the scheduled time for arrival of trains scheduled to stop at Finley and to keep the same open until half an hour after the departure of such trains, during which time he shall receive and deposit in the station freight destined for shipment, and deliver to consignees freight consigned to them; that during such time he shall keep the waiting-room properly ventilated and supplied with fresh water, and during inclement weather shall keep the same properly heated; that all freight destined to Finley shall be by the caretaker or by the train crew deposited in the freight room of the station and the door of such room locked.

IT IS FURTHER ORDERED, That the hearing insofar as the station of Cheney is concerned is continued.

AUGUST 10, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

Complainant,

No. 29

vs.

ORDER.

OREGON RAILROAD & NAVIGATION COMPANY,

a corporation,

Defendant.

This cause coming on regularly to be heard before the Railroad Commission of Washington, and it appearing to the Commission that this cause has been duly submitted; that findings of fact have been made

and are now on file, and the Commission being fully advised in the premises, the Commission does now order as follows:

Order Applicable to Chester:

IT IS BY THE COMMISSION ORDERED, That the defendant company do, within thirty days from and after the service of this order upon it, erect and construct at Chester a shelter station for the accommodation of passengers, with a combination building for the storage of freight, which room for the storage of freight shall be enclosed and a double lock provided, the freight consigned to Chester to be stored therein by the train crew, and that the key be left with some person at Chester to be agreed upon between the defendant company and the citizens of Chester.

Order Applicable to Mica:

IT IS BY THE COMMISSION ORDERED, That the defendant company do procure and maintain a caretaker at Mica, whose duty it shall be to open the station building a half hour prior to the scheduled time of arrival of all trains scheduled to stop at Mica and keep such station building open until half an hour after the departure of such trains, and that, during such time, he shall deliver to consignees freight consigned to them.

IT IS FURTHER ORDERED, That, during inclement weather, the said caretaker shall see that the said station building is heated and ventilated so as to render it comfortable for intending passengers.

Order Applicable to Rockford:

IT IS BY THE COMMISSION ORDERED, That running water be installed in the waiting-rooms; that electric lights, or some other modern, approved light other than kerosene, be installed in the station building and waiting-rooms and on the station platform, in such volume as to properly illuminate the same.

IT IS FURTHER ORDERED, That the train passing through Rockford in the morning at 7:55 o'clock be ordered and scheduled to stop on flag for the purpose of taking on and discharging passengers.

Order Applicable to Tekoa:

IT IS BY THE COMMISSION ORDERED, That a telephone be installed in the station building for the accommodation of patrons of the defendant company's railroad.

Order Applicable to Garfield:

IT IS BY THE COMMISSION ORDERED, That an additional sixteen-candle-power light be maintained at each end of the station building or platform, so as to illuminate properly the approaches to such platform.

IT IS FURTHER ORDERED, That running water be installed in the waiting-rooms.

IT IS FURTHER ORDERED, That the platform be extended by cinders

an additional two hundred feet west, such platform to be raised to approximately the height of the rail.

IT IS FURTHER ORDERED, That an order be issued notifying the Interior Warehouse Company and F. A. Mannering to appear at a time and place to be fixed by the Commission and show cause, if any they have, why an order should not be entered compelling the Oregon Railroad & Navigation Company to remove from its right-of-way that certain warehouse situate on such right-of-way and the east corner of Third street, in and to which said Interior Warehouse Company or said F. A. Mannering have or claim to have some interest.

Order Applicable to Elberton:

IT IS BY THE COMMISSION ORDERED, That the station building at Elberton be moved and installed at a point in close proximity to the town and approximately one-half mile east from the present station building, or at some other point to be agreed upon between the people of Elberton and the railroad, subject, however, to the approval of the Railroad Commission; and if such station building is to be placed in any position other than in close proximity to the present location of the stock yards, a blue print, showing the location, shall be first furnished the Commission for its approval; such changes to be made within forty days from and after the service of this order upon the defendant company.

Order Applicable to St. John:

IT IS BY THE COMMISSION ORDERED, That the defendant company provide facilities for furnishing water, and furnish water to each and every consignment of stock that is destined for shipment over the defendant company's lines, confined in the stock yards, and that such water be furnished during the day the stock is confined in the stock yards.

Order Applicable to Oakesdale:

IT IS BY THE COMMISSION ORDERED, That within twenty days from and after the service of this order upon the defendant company it furnish at Oakesdale electric lights in the waiting-room and electric lights upon the platform sufficient in power to properly illuminate the platform and approaches to the same.

Order Applicable to Hooper:

IT IS BY THE COMMISSION ORDERED, That a regular shelter station providing shelter for passengers and an enclosed room for the storage of freight be, within thirty days from and after the date of the service of this order upon the defendant, erected and maintained at Hooper; that such freight room shall be provided with locks, one key being retained by the freight crew and one key left at Mr. McGregor's store; that all freight shall be deposited in such freight room and locked up by the train crew.

Order Applicable to Hay:

IT IS BY THE COMMISSION ORDERED, That a suitable station building be erected at Hay for the accommodation of passengers and storage of freight and that a caretaker be provided by the defendant company and kept at Hay, whose duty it shall be to open the station building half an hour prior to the scheduled arrival of trains and keep the same open for half an hour after the departure of such trains, during which time he shall deliver to the consignees any freight called for, belonging to said consignees; that he shall keep such station properly lighted and ventilated during such time; that such station building be erected in the vicinity of the present stock yards, and that the same be erected and the caretaker be installed within forty-five days from and after the date of the service of this order upon the defendant company.

Order Applicable to Canyon:

IT IS BY THE COMMISSION ORDERED, That a shelter station for the accommodation of freight and passengers be erected and maintained at Canyon, the freight room being enclosed and kept locked, the freight crew to deposit in such station building all freight in less than carload lots consigned to Canyon; that the key shall be left with J. N. Banks or some other person to be agreed upon between the railroad company and the people residing in Canyon.

Order Applicable to Lewiston Junction:

IT IS BY THE COMMISSION ORDERED, That a suitable station building be erected at Lewiston Junction consisting of a freight room and a waiting-room, sufficient to properly accommodate the business, the same being subject to the approval of the Commission; that the same be erected and constructed within forty days from and after the service of this order upon the defendant company.

Order Applicable to Turner:

IT IS BY THE COMMISSION ORDERED, That a caretaker be provided, whose duty it shall be to see that freight consigned to Turner is stored in the station building and that such building be locked after the freight is stored therein and uncalled for; that such caretaker shall open the station at least one-half hour prior to the arrival of trains scheduled to arrive and depart from Turner and keep the station building open for a half-hour after the departure of such train, during which time the station shall be properly ventilated and in inclement weather heated, and during such time such caretaker shall deliver to the consignees freight consigned to them; that two keys be provided for such station room, one of which shall be left with the caretaker or with some merchant to be agreed upon, so that the same is kept convenient to the station; the freight crew on the train shall deposit all goods in the station at the time of unloading the same.

IT IS FURTHER ORDERED, That within twenty days after the date of the service of this order upon the defendant it arrange a twice-a-week

regular mixed train that will run from Dayton to Turner on schedule and that such train shall handle less than carloads destined for shipment from Whetstone and Turner and shall carry passengers.

Order Applicable to Huntsville:

IT IS BY THE COMMISSION ORDERED, That the defendant company be and it is given twenty days from and after the service of this order upon it within which it shall be permitted to negotiate with the Northern Pacific Railway Company for the installing of a joint caretaker and a joint building for the storage of freight and shelter of passengers at Huntsville; that if within such time it does not make arrangements, then it is by the Commission ordered that within thirty days from and after such last mentioned date the defendant company install at Huntsville a caretaker, whose duty it shall be to open the station building half an hour before the arrival of trains and keep the same open for half an hour after the departure of all trains scheduled to stop at Huntsville, shall receive and store the freight received during such hour and deliver the same to the consignees.

Order Applicable to Waitsburg:

IT IS BY THE COMMISSION ORDERED, That water be furnished and supplied by the defendant company to all stock confined in the yards at Waitsburg and that the agent shall see that such water is furnished during the day time of the day that he is notified of the stock being confined in such yards.

Order Applicable to Lowdens:

IT IS BY THE COMMISSION ORDERED, That the defendant company do within forty days from and after the date of the service of this order upon it, erect and maintain a shelter station at Lowdens for the accommodation of freight and passengers, divided into two compartments; that two keys be provided for the freight compartment, one of which keys shall be left with some merchant at Lowdens to be agreed upon; that the freight crew shall deposit in the station building all freight in less than carload lots consigned to Lowdens and lock the freight room after the freight is so deposited therein.

AND IT IS FURTHER ORDERED, That within forty days from and after the date of the service of this order upon the defendant it extend its sidetrack an additional hundred feet and construct the same in such a manner that for the entire 100 feet teams will be able to approach the track for the purpose of loading and unloading cars.

Order Applicable to Touchet:

IT IS BY THE COMMISSION ORDERED, That the defendant company do within thirty days from and after the date of the service of this order upon it provide additional freight storage room at Touchet, sufficient to accommodate the business of its line and sufficient to store and handle the freight received and destined for shipment over the defend-

ant company's line; all of which shall be subject to the approval of the Commission.

Order Applicable to Ninemile:

IT IS BY THE COMMISSION ORDERED, That the defendant company do, within thirty days from and after the date of the service of this order upon it, build and construct at Ninemile a shelter station for the accommodation of passengers and freight, the freight room to be enclosed, and two keys to be provided, one of which shall be left with some person residing in the vicinity of Ninemile to be agreed upon by the company and the persons in such vicinity; that the freight crew shall deposit all freight consigned to Ninemile in the station building and lock the same; and that within forty days after the date of the service of this order upon the defendant, it build and construct a sidetrack or spur track sufficient to accommodate at least five cars; all of which shall be subject to the approval of the Commission.

Order Applicable to Attalia:

IT IS BY THE COMMISSION ORDERED, That within forty days from and after the service of this order upon the defendant it erect and construct at Attalia a shelter station, sufficient to accommodate the passengers and freight handled at Attalia in less than carload lots, such building to be divided into two compartments, the freight compartment being kept locked; the freight crew shall deposit in such freight room the freight consigned to Attalia and lock the door and leave the key with some person at Attalia to be agreed upon.

IT IS FURTHER ORDERED, That within such time the defendant company construct a sidetrack or spur track, sufficient to accommodate four cars; all of such improvements to be subject to the approval of the Commission.

JULY 27, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

Complainant,

No. 29

VS.

ORDER.

OREGON RAILROAD & NAVIGATION COMPANY, a
corporation,

Defendant.

This cause coming on regularly to be heard before the Railroad Commission of Washington on the petition of the Oregon Railroad & Navigation Company, defendant, for a rehearing on that portion of its orders entered herein applicable to Rockford, Elberton, Lewiston Junction and Ninemile, and the Commission, being fully advised in the premises, grants such petition and hereby permits and authorizes the defendant company to introduce such additional evidence as it may deem proper bearing upon the orders above set out, and fixes the 4th

day of October, 1909, at the hour of 1:30 o'clock in the afternoon of said day, at the office of the Railroad Commission of Washington in Olympia, for the taking and hearing of such testimony and the further presentation of said cause.

AND IT IS FURTHER ORDERED, That the orders applicable to said stations above referred to, bearing date the 31st day of July, 1909, be and the same are hereby suspended until the further order of the Commission.

SEPTEMBER 24, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

NORTHERN PACIFIC RAILWAY COMPANY,

Petitioner.

In re Petition of Northern Pacific Railway Company to be relieved from installing electric headlights on certain runs and upon certain engines hereinafter specifically described.

No. 32
RESOLUTION.

This matter coming on regularly to be heard before the Railroad Commission of Washington on this 26th day of June, 1909, on the petition above described, which is on file with the Commission and the Commission being advised, resolves as follows:

Owing to the absence from the state of Mr. A. W. Perley, Inspector of Tracks and Safety Appliances, the final hearing of this cause is laid over and continued until his return, and until the Commission can have the benefit of Mr. Perley's advice.

In the meantime, and pending such further hearing, it is ordered by the Commission that train No. 14, leaving Adrian at 6:00 a. m. for Spokane and returning, arriving at Adrian at 8:35 p. m., may be relieved from installing electric headlight until the further order of the Commission.

The train on the Sunnyside branch arriving at North Yakima at 7:50 p. m. is relieved from having electric headlights installed until the further order of the Commission; the train on the South Bend branch arriving at South Bend at 10:35 p. m. is relieved from having electric headlights installed until the further order of the Commission.

Train No. 9 on the Grays Harbor branch, leaving Tacoma at 4:55 p. m., arriving at Hoquiam at 9:25 p. m., and train No. 28, leaving Hoquiam at 3:30 p. m., arriving at Tacoma at 8:05 p. m., is relieved from installing electric headlights on the engine until the further order of the Commission.

Trains running on the Tacoma-Kanasket branch, as at present scheduled, operating after 8:00 p. m., are relieved from having electric headlights installed until the further order of the Commission.

Engines Nos. 740, 786, 776, 796 and 788, operating on passenger trains between Tacoma, Auburn and Seattle, are relieved from having electric headlights installed until the further order of the Commission.

Helper engines assisting passenger trains over the Cascade mountains are relieved from having electric headlights installed until the further order of the Commission, provided said helper engines are taken off such passenger trains at the summit and do not constitute the head engine on down grade.

IT IS FURTHER RESOLVED, That in case the Commission should order electric headlights installed on such engines and on such runs, that such order shall provide a reasonable period for the company to comply with such order after the service of such final order upon it.

JUNE 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

No. 35

THE GREAT NORTHERN RAILWAY COMPANY, a
corporation, and THE GREAT NORTHERN
EXPRESS COMPANY, a corporation,

ORDER.

Defendants.

This cause coming on regularly for hearing this 31st day of July, 1909, and it appearing to the Commission that this cause has been duly and regularly heard, all parties appearing, evidence having been introduced and findings of fact having been made by the Commission in writing and being now on file herein, the cause having been duly submitted to the Commission, and the Commission being fully advised in the premises, it is now by the commission ordered:

Order Applicable to Peshastin:

IT IS BY THE COMMISSION ORDERED, That the defendant the Great Northern Express Company establish and maintain at Peshastin, within twenty days from and after the service of this order upon said defendant, a regular agent authorized to perform the general duties of an express agent by entering into contracts of carriage and receipting for express matter destined for shipment over the defendant company's lines from Peshastin; that the defendant Great Northern Railway Company arrange to schedule its trains carrying express matter to stop at Peshastin in sufficient numbers to accommodate the business offered the express company and the less carload shipments over it at Peshastin, which schedule shall be subject to the approval of the Commission.

Order Applicable to Malaga:

IT IS BY THE RAILROAD COMMISSION ORDERED, That the defendant the Great Northern Express Company maintain constantly at Malaga an agent possessing the usual powers of entering into contracts of carriage and receipting for express matter.

AND IT IS FURTHER ORDERED, That the defendant Great Northern Railway Company provide a regular schedule for its trains doing ex-

press business to stop at Malaga sufficient to accommodate the business at that point, which schedule shall be subject to the approval of the Commission.

Order Applicable to Winchester:

IT IS BY THE COMMISSION ORDERED, That the defendant Great Northern Express Company do within twenty days from and after the service of this order upon it, maintain at Winchester an agent possessing the ordinary powers of express agents to enter into contracts of carriage and receipt for express matter;

AND IT IS FURTHER ORDERED, That the defendant Great Northern Railway Company schedule its trains carrying express matter to stop at Winchester in sufficient numbers to properly accommodate the business at Winchester, all of which shall be subject to the approval of the Commission.

Order Applicable to Mohler:

IT IS BY THE COMMISSION ORDERED, That the defendant the Great Northern Express Company do within twenty days from and after the date of the service of this order upon it establish and maintain at Mohler an agent possessing the ordinary duties of agents authorized to enter into contracts of carriage and receipt for express matter,

AND IT IS FURTHER ORDERED, That the defendant Great Northern Railway Company schedule its trains carrying express matter to stop at Mohler sufficient to accommodate the business at such point, all of which shall be subject to the approval of the Commission.

Order Applicable to Bossburg:

IT IS BY THE COMMISSION ORDERED, That the defendant the Great Northern Express Company maintain an agent at Bossburg possessing the ordinary powers of express agents authorized to contract for the carriage and receipt for express business;

IT IS FURTHER ORDERED, That the Great Northern Railway Company schedule its trains carrying express matter to stop at Bossburg in sufficient number to accommodate the business; all of which shall be subject to the approval of the Commission.

Order Applicable to Colville:

IT IS BY THE COMMISSION ORDERED, That the hearing of this cause, in so far as it affects Colville, will be and the same is hereby continued subject to the call of the Commission.

JULY 31, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

Nos. 35 and 37
ORDER.

GREAT NORTHERN RAILWAY COMPANY, a corporation, and GREAT NORTHERN EXPRESS COMPANY, a corporation, *Defendants.*

This cause coming on regularly to be heard this 10th day of August, A. D. 1909, upon the application of the defendants for a modification of the orders made herein to the end that such orders shall depend upon the ability of the defendant express company to find suitable persons at the points mentioned in such orders to discharge the duties of express agents on a commission basis; and it appearing to the Commission, from the testimony taken, that the business likely to be transacted at the stations mentioned in said orders will not be sufficiently remunerative to authorize the defendant express company to employ regular agents on salaries; and it further appearing to the Commission that at the time of announcing its orders said orders were made dependent upon the ability of the defendant express company to find suitable persons to act as agents on a commission basis; and the Commission, being fully advised in the premises, denies the said application to modify the said orders.

It is FURTHER ORDERED, That, in case the said defendant express company, by the exercise of diligence and good faith, is unable to procure a suitable person to discharge the duties of agent at any such point on a commission basis, the said company be and is hereby permitted to petition the Commission for a suspension of the said order applicable to any such station, setting forth in such petition the facts applicable thereto, at which time the Commission, after an investigation and hearing, will make such further order, modifying, suspending or continuing such order, as the facts applicable to such particular place affected by such order may justify.

AUGUST 10, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

Nos. 35 and 37
ORDER.

GREAT NORTHERN RAILWAY COMPANY, a corporation, and GREAT NORTHERN EXPRESS COMPANY, a corporation, *Defendants.*

This cause coming on for hearing on the 8th day of September, 1909, on the petition of the Great Northern Express Company for a modification or extension of time to comply with the orders hereinbefore made

in causes numbered 35 and 37, providing for the installing of an express agent at Chattaroy, Peshastin, Camden and Winchester, and evidence having been introduced, and it appearing to the Commission that the defendant Great Northern Express Company has been heretofore unable to secure agents at the points above mentioned, to-wit: Chattaroy, Peshastin, Camden and Winchester, to carry on its business on a percentage basis, and that the business transacted at such points would be insufficient to justify the expense necessarily incurred in employing an agent to devote his whole time and attention thereto and the payment of a monthly salary for such services, the time is hereby extended within which the defendant Great Northern Express Company may comply with such orders, the cause being by stipulation further continued subject to the call of the Commission by notifying the attorneys for the express company of any further hearing, the reception of any further testimony, or the intention of the Commission to make further orders herein; it being further stipulated that in case testimony is desired to be introduced by the citizens of the towns above mentioned, the same shall be taken by deposition upon interrogatories and cross-interrogatories.

That portion of the petition asking for a suspension of the order as to Malaga is denied.

SEPTEMBER 8, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

vs.

THE GREAT NORTHERN RAILWAY COMPANY, a
corporation, and THE GREAT NORTHERN
EXPRESS COMPANY, a corporation,
Defendants.

No. 37
ORDER.

This cause coming on regularly for hearing this 31st day of July, 1909, and it appearing to the Commission that this cause has been duly and regularly heard, all parties appearing, evidence having been introduced and findings of fact having been made by the Commission in writing and being now on file herein, the cause having been duly submitted to the Commission, and the Commission being fully advised in the premises, it is now by the Commission ordered:

Order Applicable to Blue Creek:

IT IS BY THE COMMISSION ORDERED, That the defendant express company do within twenty days from and after the date of the service of this order upon it, install and maintain an express agent possessing the usual powers, authorized to enter into contracts of carriage and receipt for express matter at Blue Creek.

AND IT IS FURTHER ORDERED, That the defendant railway company so schedule its trains carrying express matter that sufficient number

thereof will stop at Blue Creek to properly accommodate the express business; all of which shall be subject to the approval of the Commission.

Order Applicable to Chattaroy:

IT IS BY THE COMMISSION ORDERED, That the defendant express company do within twenty days from and after the date of the service of this order upon it, install and maintain at Chattaroy an express agent, possessing the usual powers of express agents, authorized to enter into contracts of carriage and receipt for express matter;

AND IT IS FURTHER ORDERED, That the defendant railway company schedule its trains carrying express matter sufficient in number to stop at Chattaroy as will accommodate the public business; all of which shall be subject to the approval of the Commission.

Order Applicable to Camden:

IT IS BY THE COMMISSION ORDERED, That the defendant express company do within twenty days from and after the date of the service of this order upon it, install and maintain at Camden, an express agent, possessing the usual powers of express agents, authorized to enter into contracts of carriage and receipt for express matter; and that the defendant railway company shall schedule its trains carrying express matter to stop at Camden in sufficient numbers to properly accommodate the business; all of which shall be subject to the approval of the Commission.

JULY 31, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
ex rel. OLYMPIA CHAMBER OF COMMERCE,
Complainant,

No. 40
ORDER.

VS.

NORTHERN PACIFIC RAILWAY COMPANY, a corporation,
Defendant.

This cause coming on regularly to be heard on this 11th day of August, 1909, and it appearing to the Commission that the cause was regularly tried and submitted to the Commission, and that findings of fact are now on file with the Commission herein, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That the defendant railway company do, and it is hereby ordered to, within ten days from and after the service of this order upon it, install, maintain and operate, in addition to the trains now operated, a passenger train between Tacoma and Olympia, which train shall depart from Tacoma in sufficient time to permit it to arrive in Olympia not later than 9:30 o'clock a. m. of each day, and not earlier than 9 o'clock a. m. of said day; and that a train shall leave Olympia for Tacoma not later than 10 o'clock a. m. of each

day, and not earlier than 9:30 o'clock a. m. of such day, each of such trains to be a regular passenger train, properly equipped for the handling of passengers, mail and baggage.

All of which is finally ordered.

AUGUST 11, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,

ex rel. OLYMPIA CHAMBER OF COMMERCE,

Complainant,

VS.

NORTHERN PACIFIC RAILWAY COMPANY,

Defendant.

No. 40

ORDER.

This cause coming on regularly to be heard on this 22nd day of October, 1909, on the petition of the defendant for a rehearing and vacation of the order herein made and entered on the 11th day of August, 1909, and the Commission being fully advised in the premises, grants said petition for a rehearing, and

It appearing to the Commission that since the entry of the order herein the defendant railway company has provided a train leaving Seattle at 7 o'clock a. m., arriving at Olympia at 9:30 a. m., proceeding thence to Grays Harbor, and which train leaves Grays Harbor in the evening, arriving at Olympia at 8:05 p. m., and

It further appearing to the Commission that said train satisfies the principal complaint of the citizens of Olympia in that it furnishes them a morning mail, and the Commission being fully advised in the premises,

REVOKES its order herein bearing date the 11th day of August, 1909, by which it was ordered that the train should leave Tacoma to arrive at Olympia not earlier than 9 o'clock a. m. and not later than 9:30 a. m., leaving Olympia for Tacoma not later than 10 o'clock a. m., said order is now, by the Commission, cancelled and set aside.

OCTOBER 22, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE PETITION OF THE OREGON RAILROAD &

NAVIGATION COMPANY FOR THE SUSPENSION

OF LONG AND SHORT CLAUSE HAUL AT CON-

NELL AND ON PORTIONS OF THE CONNELL

BRANCH.

No. 41

ORDER.

This cause coming on regularly to be heard before the Railroad Commission of Washington and it appearing to the Commission that Hooper, Washtucna, McAdams, Kahlotus and Connell are stations on the line of the Oregon Railroad & Navigation Company; that Connell is also a station on the line of the Northern Pacific Railway Company

and the other stations mentioned are situated on the line of the Spokane, Portland & Seattle Railway Company;

And it further appearing to the Commission that Hooper is distant from Spokane via the defendant company's line one hundred and twenty-seven miles and distant from Spokane via the Spokane, Portland & Seattle Railway Company's lines seventy-seven miles;

That Washtucna is distant from Spokane via the defendant company's line one hundred thirty-seven miles, and via the line of the Spokane, Portland & Seattle Railway Company eighty-six miles;

That McAdams is distant from Spokane by the defendant company's line one hundred forty-three miles, and via the Spokane, Portland & Seattle Railway Company's line ninety-three miles;

That Kahlotus is distant from Spokane via the defendant railroad company's lines one hundred fifty-one miles, and via the Spokane, Portland & Seattle Railway Company's line ninety-nine miles;

That Connell is distant from Spokane via the defendant company's lines one hundred sixty-six miles and via the Northern Pacific Railway Company's line one hundred and ten miles;

And it further appearing to the Commission that the published tariff or rate charged by the defendant railroad is as follows: From Spokane via the Oregon Railroad & Navigation Company on first class freight to Hooper is sixty-five cents per hundred pounds, and via the Spokane, Portland & Seattle fifty-two cents and other rates corresponding; the rate on such freight from Spokane to Washtucna via defendant company's line is sixty-five cents per hundred pounds and via the Spokane, Portland & Seattle is fifty-six cents per hundred pounds; that the rate on such freight from Spokane to McAdams via the Oregon Railroad & Navigation Company's lines is seventy cents, and via the line of the Spokane, Portland & Seattle Railway Company fifty-six cents, and other freight in proportion; from Spokane to Connell, via the defendant company's line, such freight is charged seventy cents per hundred pounds, and via the Northern Pacific Railway Company's lines fifty-six cents per hundred pounds, and other freight in proportion, and that a like and similar condition exists from these several points to Spokane, and it further appearing to the Commission that unless the Oregon Railroad & Navigation Company will permit the reduction of its rates to the points above mentioned to meet the rate charged by the Spokane, Portland & Seattle Railway Company and by the Northern Pacific Railway Company to Connell that the defendant railway company will be deprived of carrying any such freight to such points; and it further appearing to the Commission that no conditions exist by which unjust discrimination would occur to intermediate points between the several points above mentioned and Spokane were the rates to such several points reduced and made lower than the rate charged to intermediate points and the said defendant company having petitioned the Commission for leave to reduce its rates at the several points above mentioned without reducing

its rates to the intermediate points by reason of which the rates to the several points above mentioned would be lower than similar freight would be carried to intermediate points, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That in so far as the stations before mentioned, to-wit: Hooper, Washtucna, McAdams, Kahlotus and Connell are concerned, the defendant company be permitted to reduce its rates to such points without making a corresponding reduction to intermediate points and that insofar as such points are concerned the prayer of the petition is granted and the long and short haul provision of the statute suspended as to such points.

AND IT IS FURTHER ORDERED, That at points where the combination of the rates so reduced and other locals would result in a rate lower than the present published rate the petitioner is authorized to reduce such rates so as to equal such combination without making a corresponding reduction to intermediate points, and as to such points the long and short haul provision of the statute is likewise suspended.

JULY 26, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE APPLICATION OF COLUMBIA & PUGET
SOUND RAILROAD COMPANY FOR PERMIS-
SION TO USE ROAD ENGINES FOR SWITCHING
PURPOSES IN CASES OF EMERGENCY.

No. 45
ORDER.

This matter coming on regularly to be heard on this 9th day of August, 1909, on the application of the Columbia & Puget Sound Railroad Company for permission to use road engines temporarily for switching purposes in case of breakdown to the regular switching engine, and it appearing to the Commission that said company uses but one switching engine, the same being used in the Seattle yards, and the Commission being fully advised in the premises, it does now order: That in case of a temporary breakdown of the switching engine referred to, the petitioner may be allowed to use such road engine for switching in its yards for such a length of time as will enable it in the ordinary course of business to request the Commission to make an order for the use of such road engine, such request to be made by wire, setting forth the nature of the temporary breakdown and the probable length of time of making the necessary repairs. Upon receipt of such telegram, the Commission will grant or refuse permission, specifying the length of time such road engine may be used, as the circumstances in each particular case may justify, such authority to be given the petitioner by wire.

AUGUST 9, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

**IN THE MATTER OF THE PETITION OF THE
GREAT NORTHERN RAILWAY COMPANY FOR
AN ORDER PERMITTING THE USE OF LOCO-
MOTIVES WITHOUT ELECTRIC HEADLIGHTS
ON CERTAIN RUNS USUALLY AND ORDINA-
RILY COMPLETED BY DAYLIGHT.**

**No. 50
ORDER.**

This cause coming on to be heard on the petition filed herein and it appearing to the Commission that the runs on the following passenger trains within the State of Washington are usually made during daylight, that is to say:

Train Nos. 273, 269, 274, 270 on what is known as the Seattle-Vancouver run; trains Nos. 259 and 260, running between Nelson and Marcus; trains Nos. 385 and 386, running between Roslyn and Northport; trains Nos. 389 and 390, running between Phoenix and Grand Forks; trains Nos. 390, 392, 393 and 394, running between Republic and Curlew, and trains Nos. 396 and 397, running between Oroville and Keremeos; and that such trains would only run after the hour for lighting the headlight in case of exceptions or emergencies.

Such petition is, so far as it affects the trains hereinbefore mentioned, allowed, and it is ordered that such trains may be operated by engines not equipped with electric headlights.

It is FURTHER ORDERED, That that part of the petition asking that trains Nos. 279 and 280, running between Rockport and Bellingham, and trains Nos. 289 and 290, running between Anacortes and Rockport; trains Nos. 399, 400, 283 and 284, running between Anacortes and Burlington; trains Nos. 255 and 256, running between Oroville and Spokane, and trains Nos. 258, 257, 261 and 262, running between Marcus and Spokane, be permitted to operate without electric headlights, be and the same is hereby denied.

It further appearing to the Commission that the remaining trains set forth in said petition are freight trains and that the law governing electric headlights on freight trains does not take effect until the first day of February, 1911, no order is made concerning such remaining trains.

SEPTEMBER 8, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

**IN THE MATTER OF THE PETITION OF THE
GREAT NORTHERN RAILWAY COMPANY FOR
AN ORDER PERMITTING THE USE OF LOCO-
MOTIVES WITHOUT ELECTRIC HEADLIGHTS.**

**No. 50
ORDER.**

During the session of 1909, the legislature passed an act requiring all passenger engines to be equipped with electric headlights on or before September 1st, 1909, and all road engines to be so equipped

on or before February 1st, 1911, the act authorizing the Commission, in its discretion, to permit the use of engines not so equipped.

The Great Northern Railway Company petitioned the Commission to authorize it to use passenger engines not so equipped, after September 1st, 1909, and in support of its petition invited the Commission to witness exhaustive tests which it proposed to make, demonstrating the respective advantages and disadvantages of electric and acetylene lights. The Commission accepted the invitation and two whole nights were spent in studying the working and effects of the respective lights.

Many reasons are urged why the Commission should exercise the power vested in it and grant the prayer of the petition. It is urged that the law is arbitrary and tends to prevent open competition with other lights equally, at least, as good; that the enforcement of the law will increase installation cost and maintenance charges, and, finally, that the electric headlights do not increase the safety of operation in that the blinding brilliancy of the light prevents engineers from distinguishing signals either on opposing trains or in yards.

As to the first grounds that the law is arbitrary and prevents competition, it is sufficient to say that this is a consideration solely for the legislature. Concerning the merits of the two lights, the Commission feels that as it views its duty, no good can come from entering into an analysis thereof. The act expresses the legislative will. The power given the Commission was intended to cover emergencies that from time to time might arise. Conceding the discretionary power to be sufficiently broad to authorize the Commission to suspend the operation of the law and permit the substitution of acetylene for that provided in the act, it should be exercised in cases only where the Commission is clearly satisfied that the light substituted is superior to that provided in the act. It is not sufficient that the light sought to be substituted is equally as good. To hold otherwise would authorize the Commission to annul the legislation because it might disagree with the legislative judgment on questions of policy and expediency.

While much might be said as to the efficiency of the acetylene light, it is sufficient in dealing with this petition to say that the demonstration does not convince us that acetylene is superior to the electric to such an extent as would justify us in suspending the operation of the law. Petition denied.

SEPTEMBER 29, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN THE MATTER OF THE PETITION OF THE
GREAT NORTHERN RAILWAY COMPANY FOR
AN ORDER PERMITTING THE USE OF LOCO-
MOTIVES WITHOUT ELECTRIC HEADLIGHTS
ON CERTAIN RUNS.

No. 50
ORDER.

This matter coming on regularly to be heard on the petition of the Great Northern Railway Company for leave to operate certain of its

trains designated in the original petition filed in this cause until November 15th, 1909, and it appearing to the Commission from the petition herein that the defendant by the use of diligence has been unable to secure from the manufacturers electric headlights to equip each of said engines, and the Commission being fully advised in the premises, said petition is granted, and

IT IS NOW BY THE COMMISSION ORDERED, That the Great Northern Railway Company be and it is hereby permitted to use headlights other than electric on the trains designated in the original petition filed herein up to and until the 15th day of November, 1909, after which date said engines shall be equipped with electric headlights as provided by the laws of the State of Washington.

OCTOBER 22, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE CLAIM OF WALTHERS-WILLIAMS HARDWARE COMPANY FOR REFUND FROM SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY ON FREIGHT FOR TWO CARLOADS OF HARDWARE SHIPPED FROM CENTERVILLE, WASHINGTON, TO LYLE, WASHINGTON.

No. 54
ORDER.

This cause coming on regularly for hearing before the Railroad Commission of Washington on this 20th day of September, A. D. 1909, upon the petition of Walthers-Williams Hardware Company for a refund of charges in the above entitled matter, such petition being accompanied by an agreed statement of facts; and it appearing from such agreed statement of facts that the Walthers-Williams Hardware Company desired to ship two carloads of hardware from Centerville, Washington, to The Dalles, Oregon; that there is no agent of the railroad company at Centerville; that the business of shipping, routing and furnishing cars is conducted by the conductor, who acts in the capacity of agent for said railway company; and it further appearing from said statement that the Walthers-Williams Hardware Company requested that two cars be furnished for shipping from Centerville to Lyle, Washington; that the goods, in the ordinary course of shipment, would be transferred at Lyle, Washington, to boat for crossing the Columbia river; and it further appearing that the conductor, as the agent for the defendant railway company, refused to furnish cars destined to Lyle, but insisted that the shipment continue through Lyle to Grand Dalles, which the Walthers-Williams Hardware Company were compelled to accept, and that, by reason thereof, it necessitated the shipment of said cars from Grand Dalles back to Lyle, where the same were unloaded and the shipment transported by boat across to The Dalles, Oregon; that the shipment and service rendered in transporting the goods from Lyle to Grand Dalles and from Grand Dalles back to Lyle was of no benefit whatever to the shipper, and was necessitated solely

by reason of the failure of the conductor to perform the duties devolving upon him by law; and it further appearing that the said Walthers-Williams Hardware Company were compelled to pay and did pay the charges incurred in shipping from Lyle to Grand Dalles and from Grand Dalles to Lyle, without receiving any benefit whatever from such service; and the Commission, being fully advised in the premises, does now find:

That the payment of that portion of the freight charges incurred by reason of shipment moving from Lyle to Grand Dalles and from Grand Dalles back to Lyle was an unjust exaction, and that the same should be refunded.

IT IS THEREFORE ORDERED, That the Spokane, Portland & Seattle Railway Company be and it is hereby authorized to make a refund of that portion of the charges paid and incurred by reason of the shipment from Lyle to Grand Dalles and from Grand Dalles back to Lyle.

SEPTEMBER 20, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
Complainant,

No. 63
ORDER.

VS.

NORTHERN PACIFIC RAILWAY COMPANY,
Defendant.

This matter coming on regularly to be heard on the 5th day of November, 1909, and it appearing to the Commission that the cause was regularly tried and submitted to the Commission, and that findings of fact are now on file with Commission herein, and the Commission being fully advised in the premises,

IT IS ORDERED, That the defendant Northern Pacific Railway Company do, and it is hereby ordered to, within ten days from and after the service of this order upon it, install, maintain and operate a mixed train each way between its stations of South Aberdeen and Ocosta every day in the week except Sunday.

All of which is finally ordered.

NOVEMBER 5, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
EX REL UNION IRON WORKS, a corporation,
Complainant,

No. 69
ORDER.

VS.

NORTHERN PACIFIC RAILWAY COMPANY, a corporation,
Defendant.

This cause coming on regularly to be heard before the Railroad Commission of Washington, on this 5th day of November, 1909, the

Railroad Commission of Washington being represented by H. A. Fairchild and Jesse S. Jones, two of its members, the defendant company appearing by Geo. T. Reid, its counsel, all parties having announced themselves ready to proceed with the trial and evidence having been introduced by and on behalf of the complainant and by and on behalf of the defendant, the case having been duly submitted to the Commission and findings of fact having been made and rendered by the Commission in writing and being now on file in this cause, and the Commission being fully advised in the premises,

IT IS NOW BY THE COMMISSION ORDERED, That the rate and charge specified in tariff No. 22,515, issued on the 26th day of November, 1906, effective 2nd day of January, 1907, wherein and whereby the sum of six dollars and fifty cents per gross ton is provided as a rate or charge for moving pig iron from Seattle or Tacoma to Spokane, be and the same is hereby declared to be an unjust, unreasonable and excessive charge, and it is ordered that such charge be not enforced, charged or collected in the future.

AND IT IS FURTHER ORDERED, That to take the place of such rate and charge so held to be unreasonable, that there be charged, enforced and collected in the future, a rate not to exceed \$3.50 per gross ton of two thousand two hundred and forty pounds.

AND IT IS FURTHER ORDERED, That such tariff be corrected to correspond with this order.

NOVEMBER 5, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE PETITION OF THE GREAT NORTHERN
RAILWAY COMPANY FOR LEAVE TO REFUND
TO SHIPPERS OF SHEEP FROM CHIWAUKUM,
DRURY AND LEAVENWORTH TO SEATTLE BE-
TWEEN THE 31ST DAY OF JULY, 1909, AND
THE 28TH DAY OF AUGUST, 1909.

No. 77
ORDER.

This cause coming on regularly to be heard on the petition of the Great Northern Railway Company for leave to make refund to the shippers of sheep from Chiwaukum, Drury and Leavenworth to Seattle over the petitioner's lines between the 31st day of July and the 28th day of August, 1909, and it appearing to the Commission that by supplement No. 5 to Great Northern-Washington Railroad Commission tariff No. 112, being G. F. O. No. 19,600, a rate was published from Chiwaukum, Drury and Leavenworth to Seattle of \$37.95 per car of 33½ feet in length, and that in a reissue of this tariff (G. N. W. R. C. 167), through a misunderstanding and mistake, the rate was advanced to \$46.75 for such carload of sheep, and that thereafter and on the 28th day of August, 1909, the tariff was again reissued by which the former rate of \$37.95 was reinstated; and it further appearing to the Commission that said rate of \$37.95 was sufficiently high, and the said

railway company now asking that it be permitted to make refund to those shipping between the 31st day of July, 1909, and the 28th day of August, 1909, of the difference between such rate of \$37.95 and that charged, to-wit, \$46.75; and the Commission being fully advised in the premises,

SAID PETITION IS GRANTED, upon the understanding that refund shall be made to all shippers making shipments between such dates.

NOVEMBER 8, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON,

IN RE PETITION OF OREGON RAILROAD & NAVIGATION COMPANY FOR AUTHORITY TO SUSPEND THE LONG AND SHORT HAUL PROVISION OF THE STATUTE RELATING TO SHIPMENTS OF SUGAR IN LESS THAN CARLOAD LOTS BETWEEN WAVERLY AND OAKESDALE.

No. 78
ORDER.

This cause coming on regularly to be heard on the application of the Oregon Railroad & Navigation Company for leave to publish and enforce a rate on sugar from Waverly to Oakesdale of twelve cents per hundred pounds, without being compelled to charge a similar or less rate at intermediate points, and it appearing to the Commission that a beet sugar factory is in operation at Waverly, Washington; that the Spokane & Inland Empire Railway passes through the town of Waverly and also through the town of Oakesdale; that its rate as published from Waverly to Oakesdale in less than carload lots is twelve cents per hundred pounds, and that its mileage is 19.11 miles, while the mileage on the Oregon Railroad & Navigation Company lines is 35.1 miles, and it further appearing to the Commission that unless the Oregon Railroad & Navigation Company meets the rates published and in force by the Spokane & Inland Empire, of twelve cents per hundred pounds, that no sugar will be shipped from Waverly to Oakesdale via the Oregon Railroad & Navigation Company's lines, and it further appearing to the Commission that no injustice will be done to intermediate points by reason of putting in a rate of twelve cents per hundred pounds to meet such competitive rate, and that at points intermediate the rate exceeds twelve cents per hundred pounds, and the Commission being fully advised in the premises,

IT IS NOW ORDERED, That the Oregon Railroad & Navigation Company be and it is hereby authorized to publish and, in the future, charge a rate of twelve cents per hundred pounds on sugar in less than carload lots from Waverly to Oakesdale, without the necessity of charging a similar or less sum to intermediate points, and to that end the long and short haul clause of the statute is hereby suspended in so far as such shipment is concerned.

DECEMBER 6, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

**IN THE MATTER OF TARIFF ON GRAIN BAGS
BETWEEN SEATTLE AND RALSTON AND
POINTS INTERMEDIATE TO SPOKANE ON THE
PETITION OF CHICAGO, MILWAUKEE &
PUGET SOUND RAILWAY COMPANY.**

**No. 81
ORDER.**

This cause coming on regularly to be heard on the application of the Chicago, Milwaukee & Puget Sound Railway Company authorizing it to refund to shippers of grain bags between Seattle and Ralston and points intermediate to Spokane, between July 20th, 1909, and August 20th, 1909, of all sums in excess of 45 cents per hundred;

And it appearing to the Commission that at all times between July 20th, 1909, and August 20th, 1909, the tariff in force between such points was the sum of 50 cents per hundred, and that on August 20th, 1909, such tariff was amended by supplement No. 1 W. R. C. No. 9, and that between said date of July 20th, 1909, and August 20th, 1909, the rates effective between Seattle and Ralston and points intermediate to Spokane were in excess of the rates charged by the Northern Pacific Railway Company to the same and contiguous points in the same territory, and that the rates charged by the latter road were 45 cents per hundred upon grain bags, and it appearing to the Commission that justice will be subserved by permitting the Chicago, Milwaukee & Puget Sound Railway Company to refund to all shippers between the dates named the excess of the rate charged above that of the 45-cent rate charged by the Northern Pacific Railway,

It Is Now ORDERED by THE COMMISSION, That the Chicago, Milwaukee & Puget Sound Railway Company be and it is hereby permitted to make refunds upon all shipments of grain bags between Seattle and Ralston and points intermediate to Spokane to all shippers on rates charged in excess of the sum of 45 cents per hundred, and*

It Is FURTHER ORDERED, That if the Chicago, Milwaukee & Puget Sound Railway Company elects to make such refund to any shipper, that such refund shall be made to all shippers paying said excess sum during such time.

All of which is finally ordered.

DECEMBER 28, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

**IN RE PETITION OF BELLINGHAM BAY &
BRITISH COLUMBIA RAILROAD COMPANY TO
OPERATE LOCOMOTIVES NOT EQUIPPED WITH
ELECTRIC HEADLIGHTS IN EMERGENCY
CASES.**

**No. 82
ORDER.**

This cause coming on regularly to be heard before the Railroad Commission of Washington on the petition of the Bellingham Bay &

British Columbia Railroad Company, and it appearing to the Commission that in the ordinary conduct of its business as a common carrier all trains are operated by it during daylight with the exception of one train; that it has one locomotive equipped with electric headlights and all trains operated by it at night time are operated by such engine so equipped with electric headlights, and the petitioner requesting that in case of emergency or accident to such engine so equipped that it may be permitted to operate such trains with an engine not equipped with electric headlights during the time necessary to repair such engine or to bridge over such emergency, and the Commission being fully advised in the premises, such petition is granted, and

IT IS NOW BY THE COMMISSION ORDERED, That the Bellingham Bay & British Columbia Railroad Company be and it is hereby permitted in case of accident to its engine equipped with electric headlight to operate its night or evening train with an engine not so equipped during the time necessary to repair such engine, or in case of great emergencies necessitating the use of additional engines to bridge over such emergency that it be and is hereby permitted to use an engine not equipped with electric headlights for such emergency conditions; provided, however, that in case of the use of engines not equipped with electric headlights in emergency cases that the petitioner be and it is hereby directed to report all such cases to the Railroad Commission of Washington, showing the engine operating the night train, the time that such engine not equipped with electric headlight operated the train and the reasons or causes producing the emergency.

All of which is finally ordered.

DECEMBER 30, 1909. .

APPLICATIONS FOR GRADE CROSSINGS

No. 43. In re petition of Chicago, Milwaukee & Puget Sound Railway Company to construct its railway over highways in Thurston county at grade.

Twenty-eight crossings petitioned for; thirteen granted, five denied, nine eliminated by road changes and one continued. For order, see page 98.

No. 47. In re petition of King county to construct crossing over Columbia & Puget Sound Railroad at grade.

One crossing petitioned for. Granted on condition an under crossing be provided with a split driveway, giving an emergency grade crossing; sufficient clearance for absolute separation of grade crossing and existing. For order, see page 105.

No. 48. In re petition of Superior Coal Company for grade crossing over county road in King county.

One crossing petitioned for; granted. For order, see page 106.

No. 52. In re petition of Grays Harbor & Puget Sound Railway Company for grade crossings over county roads in Chehalis county.

Pending.

No. 53. In re application of Grays Harbor & Puget Sound Railway for grade crossing over county roads in Thurston county.

Pending.

No. 55. In re application of Chicago, Milwaukee & Puget Sound Railway Company for grade crossings in county of King, and town of Auburn.

For order, see page 107.

No. 58. In re petition of Snohomish county for grade crossing on proposed extension of Connelly road.

One crossing petitioned for; pending.

No. 59. In re petition of King county to cross Northern Pacific Belt Line in section 20, township 24 N., R. 5 E., W. M., at grade.

One crossing petitioned for; withdrawn.

- No. 60.** In re petition of King county to cross at grade the line of the Puget Sound Electric Railway in section 24, T. 23 N., R. 4 E., W. M.
One crossing petitioned for; pending.
- No. 61.** In re petition of Chicago, Milwaukee & Puget Sound Railway Company to cross at grade the streets in Kent.
Nine crossings petitioned for; pending.
- No. 66.** Railroad Commission of Washington ex rel. Everett & Cherry Valley Traction Company vs. County Commissioners of Snohomish county.
One crossing petitioned for; pending.
- No. 67.** Railroad Commission of Washington ex rel. Waterville Railroad Company vs. County of Douglas and Town of Waterville.
Eighteen crossings petitioned for; eighteen crossings granted.
For order, see page 108.
- No. 68.** Railroad Commission of Washington ex rel. Everett & Cherry Valley Traction Company vs. Town of Monroe and Common Council thereof, County of Snohomish and County Commissioners thereof.
Four crossings petitioned for; pending.
- No. 70.** Railroad Commission of Washington ex rel. Everett & Cherry Valley Traction Company vs. Cherry Valley Logging & Railway Company.
Two crossings petitioned for; pending.
- No. 72.** Railroad Commission of Washington ex rel. Everett & Cherry Valley Traction Company vs. King County and County Commissioners thereof.
Six crossings petitioned for; pending.
- No. 73.** Railroad Commission of Washington ex rel. Great Northern Railway Company vs. Douglas County and County Commissioners thereof.
Forty-five grade crossings petitioned for; pending.
- No. 75.** Railroad Commission of Washington ex rel. Everett Railway, Light and Water Company vs. Snohomish County and the County Commissioners thereof.
Pending.
- No. 79.** Railroad Commission of Washington ex rel Chehalis County vs. Northern Pacific Railway Company.
Pending.

No. 80. In re petition of Bryant Lumber & Shingle Company for grade crossings over county roads in King county.
Two crossings petitioned for; pending.

No. 83. Railroad Commission of Washington ex rel. Connell Northern Railway Company vs. Adams County and County Commissioners thereof.
Pending.

No. 84. Railroad Commission of Washington ex rel. North Yakima & Valley Railway Company vs. Yakima County and the County Commissioners thereof.
Twenty-eight crossings petitioned for; pending.

No. 85. Railroad Commission of Washington ex rel. Northern Pacific Railway Company vs. Town of Yardly in Spokane county.
Pending.

TABLE SHOWING DISPOSITION OF GRADE CROSSING CASES.

Cause No	PETITIONER	vs.	RESPONDENT	No. petitioned for	Granted	Denied	Eliminated by change in county road	Continued pending	REMARKS
48	Ch., Mil. & Puget Sound.	"	Thurston County	28	13	5	9	1	
47	King County	"	Col. & P. S. R. R.	1	1			1	
48	Superior Coal Co.	"	King County	1	1				
52	Grays Harbor & P. S. Ry	"	Chehalis County						
53	"	"	Thurston County						
58	Snohomish County	"	Northern Pacific Ry.	1		1			
59	King County	"	N. P. Belt Line						Withdrawn
60	"	"	Puget Sound Electric	1	1				
61	C. M. & P. S. Ry	"	City of Kent	9	9				
65	N. Y. & V. Ry	"	Yakima County						Same as 84
66	Everett & C. V. Trac. Co	"	Snohomish County	1	1				
67	Waterville R. R. Co.	"	Douglas County	18	18				
68	Everett & C. V. Trac. Co	"	Town of Monroe	4	4				
70	"	"	C. V. L. & R. Co.	2	2				
72	"	"	King County	6	4	1	1		
73	Great Northern Ry. Co.	"	Douglas County	45	36		9		
75	Everett Ry. L. & P. Co.	"	Snohomish County						R'dy for order
79	Chehalis County	"	Northern Pacific Ry.						R'dy for order
80	Bryant Lbr. & Shingle Co	"	King County	2	2				
83	Connell Northern Ry. Co	"	Adams County						Pending
84	N. Y. & V. Ry. Co.	"	Yakima County	28	22		1	5	
85	Northern Pacific Ry.	"	Spokane County						Pending
	Totals			147	114	7	20	6	

GRADE CROSSING ORDERS

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.
IN RE PETITION OF THE CHICAGO, MILWAUKEE
& PUGET SOUND RAILWAY COMPANY TO
CONSTRUCT ITS RAILROAD OVER HIGHWAYS
IN THURSTON COUNTY AT GRADE.

No. 43
ORDER.

This cause coming on regularly to be heard on the petition of the Chicago, Milwaukee & Puget Sound Railway Company for permission to cross certain highways in Thurston county at grade, which said crossings are on the line of railway between McKenna, in Pierce county, and Gate, in Thurston county, and which are particularly described in the petition on file therein are hereinafter particularly described;

And the Commission having heretofore viewed the said crossings, after notice being duly given by the county commissioners of Thurston county, and thereafter having taken testimony concerning such crossings, and the Commission being fully advised in the premises,

IT IS NOW BY THE COMMISSION ORDERED, That the petition for a grade crossing at the northwest quarter of the northwest quarter of section 28, township 17 north of range 2 east, be and the same is hereby denied, it appearing that an overhead crossing can be constructed at such a place, and is contemplated being constructed by said petitioner.

The petition for leave to cross at grade at Crossing No. 2, mentioned in said petition as being on the northwest quarter of the southeast quarter of section 29, township 17 north of range 2 east, it appearing to the Commission that either an overhead crossing or subway crossing is impracticable in that a subway crossing would cause a pot hole where water would congregate, making a muddy crossing and that an overhead crossing would be prohibitive by reason of the length of the grade, and the view in either direction being good, the line being across a prairie section, with practically no timber along the right-of-way, the Commission being fully advised in the premises, grant said petition for leave to cross at grade.

The petition for leave to cross the highway at crossing described as No. 3, and being described as on the southwest quarter of the southeast quarter of section 31, township 17 north of range 2 east, in order to construct an overhead crossing at this point, would require a very long trestle, expensive in construction and very expensive in maintenance, and an underground crossing is practically an impossibility,

owing to the condition of the water at this point. The approach to the crossing from the highways in either direction is obstructed by underbrush and timber, rendering the crossing in the condition of which the surroundings now are dangerous to persons crossing the track. The petition to cross at grade is granted upon the condition that the petitioners cut and remove the underbrush and keep the same cut in such a manner as to give an unobstructed view of the same in either direction for one thousand feet, at a point on the highway sixty feet from the center line of its railroad track.

The petition to cross the crossing designated in such petition as Crossing No. 4, and being on the southwest quarter of the northeast quarter of section 3, in township 16 north of 1 east, the Commission being satisfied from a view made and evidence taken that it is feasible and practicable to change the county road slightly so as to avoid the grade crossing, and the county commissioners of Thurston county consenting that the railroad may change the county road at this point,

IT IS BY THE COMMISSION ORDERED, That the petition be and the same is hereby denied.

The petition to cross the highway at crossing specified in said petition as Crossing No. 5, the same being in the northwest quarter of the southwest quarter of section 3, township 16 north of range 1 east, it appearing to the Commission that an under crossing is feasible and that the same is contemplated being so constructed by the said railroad, the petition for a grade crossing is denied.

The petition for a grade crossing at the crossing described in such petition as No. 6, in the southeast quarter of the southeast quarter of section 4, it appearing that an under crossing is feasible, and that the same is contemplated being so constructed by the railroad, the petition is denied.

The petition for a crossing at the crossing known and described in said petition as Crossing No. 7 and being on the northeast quarter of the northwest quarter of section 9, in township 16 north of range 1 east, it appearing to the Commission from the view and from the evidence taken that this crossing is in the immediate vicinity of the town of Rainier, that the depot is situated on the side of the railroad track farthest from Rainier, that it would be necessary to cross the track in order to reach the depot; and it further appearing to the Commission that an underground crossing at such point is feasible, such petition is denied.

The petition to cross the highway at crossing described in said petition as No. 8, and being on the northeast quarter of the southeast quarter of section 8, of township 16 north of range 1 east, being duly considered, and it appearing to the Commission that the crossing at grade at this point would be an exceedingly dangerous crossing; that such grade crossing can be eliminated by changing the county road so as to parallel the railroad and make a subway crossing at Minnesota street, at Rainier, and the county commissioners agreeing to the

change in the county road; that the same can be constructed at a small expense,

IT IS BY THE COMMISSION ORDERED, That said petition be and the same is hereby denied.

The petition to cross the highway at crossing described in said petition as Crossing No. 9, and being on the southeast quarter of the northeast quarter of section 12, township 16 north of range 1 west, being duly considered and it appearing to the Commission that it is practically impossible to construct either an overhead or an underground crossing at such point, owing to the contour of the ground, and it further appearing to the Commission that the view to such crossings is obstructed, and that the crossing will at best be a dangerous grade crossing;

And it further appearing to the Commission that an alarm bell or other proper automatic signal showing the approach of trains can be installed at a light expense, and the Commission being fully advised in the premises, grant said petition to cross at grade on conditions that prior to the operation of such trains over such crossing, and across such crossing, the petitioner install an alarm bell or other signal to be approved by the Commission at such crossing, and that the approach to such crossing shall not exceed a five per cent. grade.

The petition to cross the highway at the crossing described in said petition as Crossing No. 10 and being on the northeast quarter of the southwest quarter of section 1, township 16 north of range 1 west, being duly considered by the Commission, and it appearing to the Commission that an underground crossing with a twenty-two and one-half foot clearance can be obtained, and that the road is now contemplating the construction of such subway crossing,

IT IS BY THE COMMISSION ORDERED, That such petition for the grade crossing be and the same is hereby denied.

The petition for a grade crossing at the crossing designated as Crossing No. 11 and being on the northeast quarter of the northwest quarter of section 2 in township 16 north of range 1 west, being duly considered by the Commission, and it appearing to the Commission that the railroad at this point is through a comparatively flat country; that whenever a depression is made in the road, below the level of the surrounding country, the water stands, causing the road to become practically impassible, and it appearing that the railroad crosses on practically a seven-foot fill or elevation of the surrounding country; that an overhead crossing would render the grade impracticable; that a good view is obtained of the approaching train, and that either an overhead or an underground crossing is impracticable, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That said petition for the grade crossing is hereby granted, and such railway crossing permitted over such highway at grade on condition that said railway company construct its approaches so as not to exceed a five per cent. grade.

The petition to cross at grade the crossing described in said petition

as No. 12, and being on the northwest quarter of the northeast quarter of section 5, township 16 north of range 1 west, the county commissioners and county engineer representing to the Commission that there is no county road at such point, and the petitioner asking leave to withdraw its application concerning the crossing at such point, such leave to withdraw is hereby granted.

The petition for leave to cross the highway at crossing described in said petition as Crossing No. 13, being in the northeast quarter of the northwest quarter of section 5, township 16 north of range 1 west, being fully considered by the Commission, and it appearing to the Commission that by a change in the highway an underground crossing can be obtained, and the county commissioners consenting that such highway may be changed by the petitioners, the Commission being fully advised in the premises,

IT IS ORDERED, That said petition be and the same is hereby denied.

The petition for leave to cross the crossing described in said petition as Crossing No. 14, being on the southeast quarter of the northwest quarter of section 6, township 16 north of range 1 west, being duly considered by the Commission, and it appearing to the Commission that the petitioner's road near this crossing crosses the Port Townsend Southern Railroad and that such crossing will in all probability have to be constructed at grade; that the petitioner's road crosses the highway on a fill of approximately five feet, which with additional ties and ballast makes a raise of approximately six and one-half feet; that an underground crossing would make a depression in the road in which the water would stand, and that an overhead crossing would make an impracticable grade; that the view is practically unobstructed at this point, and that either an overhead or an underground crossing is impracticable, and the Commission being fully advised in the premises,

IT IS ORDERED, That said petition to cross at grade be and the same is hereby granted.

The petition to cross the highway at grade at the crossing described in said petition as Crossing No. 15, and being on the northwest quarter of the southwest quarter of section 2, in township 16 north of range 2 west, being duly considered by the Commission, and it appearing to the Commission that the petitioner's road crosses the highway practically at grade, the ties and ballast making an elevation above the surrounding land of approximately two feet; that the petitioner's road crosses the highway at right angles, and that when its right-of-way is cleared, a reasonably good view of approaching trains can be had;

And it further appearing to the Commission that at the present time the road is not an extensively traveled road, but that it is likely to be extensively traveled; and it appearing to the Commission that an overhead or underground crossing would hardly be practicable, and the Commission being fully advised in the premises, said petition to cross such highway at grade is hereby granted and allowed, the Commission reserving the right at any time, should the travel on this road increase so as to make this crossing in the opinion of the Commission

dangerous, to order that proper alarm signals be installed by the defendant company at its own expense.

The petition to cross the highway at the crossing described in said petition as Crossing No. 16, constitutes two crossings, on the northeast quarter of the southwest quarter of section 2, township 16 north of range 2 west, being duly considered by the Commission, and it appearing to the Commission that such grade crossings can be eliminated without inconvenience by changing the road, and the county commissioners consenting to such change being made in the highway,

IT IS BY THE COMMISSION ORDERED, That such petition be and the same is hereby denied.

The petition to cross such highway at crossing described in such petition as Crossing No. 17, being on the northeast quarter of the southeast quarter of section 4, township 16 north of range 2 west, being duly considered by the Commission, and it appearing to the Commission that it is possible to change the location of the road so as to eliminate the grade crossings, providing satisfactory arrangements can be made with the county,

IT IS BY THE COMMISSION ORDERED, That the petitioner be permitted temporarily to cross such highway at grade, and this cause is continued with the understanding that the Commission may at any time by giving reasonable notice to the attorney for the petitioner, call this matter for hearing and make such final orders as the facts may justify.

The petition to cross highway at grade at the crossing described in such petition as Crossing No. 18, and being on the southwest quarter of the southwest quarter of section 4, in township 16 north of range 2 west, being duly considered by the Commission, and it appearing to the Commission that the petitioner's road crosses the highway at this point at right angles, that the surrounding country is flat, and that the highway is not one of the main thoroughfares of the county, there being but two or three families using the road; that an underground crossing is impossible and that an overhead crossing could only be constructed at a disproportionate expense, and that it would make an inaccessible grade, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That the petition to cross at grade be and the same is hereby allowed.

The petition to cross the highway at grade at the crossing described in said petition as No. 19, and being on the southwest quarter of the southeast quarter of section 5, township 16 north of range 2 west, being duly considered by the Commission, and it appearing to the Commission that such crossing at grade would be a serious menace to the safety of the traveling public, such grade crossing being an exceedingly dangerous one; and it further appearing to the Commission that by changing the road, the grade crossing can be eliminated; and it appearing that further negotiations between the petitioner and the county commissioners of Thurston county will be necessary before such change in the highway can be finally agreed upon;

and it further appearing that a necessity exists for the immediate construction of such line of railroad, and the Commission being fully advised in the premises, the petitioner is given the right to construct such crossing at grade and operate the same temporarily pending such negotiations.

The further hearing of this cause is continued subject to call; on such final hearing further and additional testimony may be introduced by either party and such final order will be entered as the facts then appearing may justify.

The petition to cross the highway at grade at the crossing described in said petition as Crossing No. 20, being on the northeast quarter of the southwest quarter of section 5, in township 16 north of range 2 west, having been duly considered by the Commission, and it appearing to the Commission that such crossing at grade would be a menace to the safety of the traveling public, and that such crossing would be an exceedingly dangerous crossing, and that by changing the county road such grade crossing can be eliminated, and the county commissioners consenting that such change can be made, and the Commission being fully advised in the premises,

IT IS ORDERED, That said application to cross at grade be and the same is hereby denied.

The petition to cross the highway at grade at the crossing described in said petition as Crossing No. 21, being on the northwest quarter of the southeast quarter of section 6, having been duly considered by the Commission, and it appearing to the Commission that a grade crossing at this point will be a menace to the safety of the traveling public, and that by changing the county road some three hundred feet, the grade crossing can be eliminated, and an underground crossing constructed, and the county commissioners consenting that such change in the highway may be made by the railroad,

IT IS BY THE COMMISSION ORDERED, That the petition for such grade crossing be and the same is hereby denied.

The petition to cross the highway at grade at the crossing described in said petition as No. 22, being in the southeast quarter of the southeast quarter of section 1, in township 16 north of range 3 west, being duly considered by the Commission, and it appearing that the highway crossed at this point terminates immediately after crossing the railroad, there being but one residence below and such residence desiring the railroad crossing at grade; that the highway is not likely to be a public thoroughfare; that such crossing will not be a dangerous crossing; that the view is good on either side thereof, and the Commission being fully advised in the premises, grant said petition to cross said highway at grade.

The petition for permission to cross the highway at grade at crossing described in said petition as Crossing No. 23, being on the northeast quarter of the northwest quarter of section 12, township 16 north of range 3 west, having been duly considered by the Commission, and it appearing to the Commission that the petitioner's road is practically

on the level of the surrounding country, being elevated approximately one foot; that the country is flat, and that it would be impossible to construct an underground or subway crossing, and that an overhead crossing would make a long and expensively maintained bridge; that a good view of approaching trains can be had from all directions of the highways approaching; that it is impracticable to construct either an overhead or an underground crossing, and the Commission being fully advised in the premises,

IT IS ORDERED, That said petition to cross at grade be and the same is hereby allowed.

The petition to cross the highway at the crossing described in said petition as 23½, being in the northeast quarter of the northeast quarter of section 27, township 16 north of range 3 west, having been duly considered by the Commission, and it appearing to the Commission that by changing the highway slightly, an underground or subway crossing can be procured, and the county commissioners consenting to such change in the highway, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That the petition to cross at grade be and the same is hereby denied.

The petition to cross the highway at grade at the crossing described in said petition as Crossing No. 24, being on the northwest quarter of the southwest quarter of section 32, township 16, range 3 west, having been duly considered by the Commission, and it appearing to the Commission that the petitioner's railroad crosses the highway at approximately a two-foot fill; that the crossing is in an open prairie country, being flat; that on account of water an underground or subway crossing is impossible and that an overhead crossing would make an expensively constructed and expensively maintained structure, and that such underground or overhead crossing would impracticable; and it further appearing to the Commission that the railroad crosses the highway diagonally, making a dangerous crossing on that account, and that the highway could be without serious trouble diverted so as to allow such crossing at right angles, and the Commission being fully advised in the premises,

IT IS ORDERED, That the petition to cross such highway at grade be granted conditioned upon the petitioner procuring additional ground and constructing the highway so as to permit a right-angle crossing.

The petition to cross the highway at grade at the crossing described in said petition as Crossing No. 25, being on the southeast quarter of the southeast quarter of section 31, township 16 north of range 3 west, being duly considered by the Commission, and it appearing to the Commission that the petitioner's road crosses the highway in an open prairie country, the ground being level and the crossings being on a fill or grade of approximately three feet; that an underground crossing is impossible because of the water, and that an overhead crossing at such a point would be an expensively constructed and an expensively

maintained structure, and that it would make a heavy grade at the point of crossing; that the view is open from each direction approaching the road, and it appearing that either an overhead or subway crossing is impracticable, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That said petition to cross at grade be and the same is hereby granted.

The petition to cross the public highway at the crossing described in said petition as No. 25½, being on the southwest quarter of section 6, township 15 north of range 3 west, being at the working station of said railroad described as station No. 1707 plus 15, and it appearing to the Commission that the petitioner's road crosses the highway at a point where the country is level; that the timber has been removed from the surrounding land, and is now practically open; that the land is bottom land, and it is impossible to construct an underground crossing by reason of standing water; that the road is not a public thoroughfare and is traveled but very lightly, and that in order to construct an overhead crossing the expense of construction and maintenance would be disproportionate to the amount of travel there, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That the defendant's petition to cross at grade be and the same is hereby granted.

The petition to cross the highway at grade at the crossing described in such petition as Crossing No. 26, on the northeast quarter of the northeast quarter of section 12, township 15 north of range 4 west, having been duly considered by the Commission and it appearing to the Commission that if such crossing were constructed at grade, it would be a dangerous crossing and that by deflecting and changing the county road slightly an underground crossing can be constructed, and the Commission being fully advised in the premises,

IT IS BY THE COMMISSION ORDERED, That such petition be and the same is hereby denied.

All of which is finally ordered.

NOVEMBER 6, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE PETITION OF THE BOARD OF COUNTY
COMMISSIONERS OF KING COUNTY FOR PER-
MISSION TO CROSS THE COLUMBIA & PUGET
SOUND RAILROAD AT GRADE IN SECTION 32,
TOWNSHIP 23 NORTH, RANGE 5 EAST,
WILLAMETTE MERIDIAN.

No. 47
ORDER.

This cause coming on to be heard on this 8th day of September, 1909, and it appearing to the Commission that a hearing has been had at which all parties were represented; that findings of fact and conclusions have been made and rendered and are now on file with the

Commission, and the Commission being fully advised in the premises, said petition is granted, and

IT IS NOW BY THE COMMISSION ORDERED, That the crossing of the Columbia & Puget Sound Railroad on the McCoy road in section 32, township 23 north, range 6 east, in close proximity to the new bridge crossing the Cedar river, be and the same is hereby permitted to be constructed at grade.

SEPTEMBER 8, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN RE PETITION OF THE SUPERIOR COAL & IMPROVEMENT COMPANY, A CORPORATION, FOR PERMISSION TO CROSS COUNTY ROAD NUMBERED 238, SITUATE IN SECTION 28, TOWNSHIP 24 NORTH, RANGE 6 EAST, IN KING COUNTY, WASHINGTON.

No. 48
ORDER.

This cause coming on regularly to be heard on this 8th day of September, 1909, and it appearing to the Commission that the crossing herein has been duly inspected and evidence introduced, and findings of fact and conclusions having been made and rendered and being now on file herein, the Commission being fully advised in the premises, the prayer of said petition is granted, and

IT IS ORDERED, That the Superior Coal & Improvement Company be and it is hereby permitted to construct its railroad over and across County Road 238, in section 28, township 24 north, range 6 east, in King county, at grade, providing, in the operation of its said railroad, the Superior Coal & Improvement Company use and operate a shay or other geared engine, and provided further that it construct within a practicable distance south of such highway crossing a derailed switch and in the operation of its trains throw such switch immediately after each and every train passes south of such highway, so as to derail such train in case the same should get beyond the management and control of those operating same.

SEPTEMBER 8, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON
ON THE RELATION OF THE CHICAGO, MIL-
WAUKEE & PUGET SOUND RAILWAY COM-
PANY,

Petitioner,

No. 55

VS.

ORDER.

THE COUNTY OF KING, THE TOWN OF AUBURN,
municipal corporations,

Respondents.

This cause coming on regularly to be heard on the 24th day of September, 1909, before the Railroad Commission of Washington, at its office in Olympia, and it appearing to the Commission that a petition was duly filed herein by the complainant asking permission to construct a spur track across a certain road or street known as County Road within the limits of the town of Auburn, by which such spur track would reach the plant of the Borden Condensing Company,

And it further appearing that a citation was duly issued directed to the defendants herein and to the complainant, notifying them and each of them that said cause would be heard at Olympia on the 24th day of September, 1909,

And it appearing to the Commission, that the complainant is a corporation engaged in conducting a railroad as a common carrier; that its main line runs through the town of Auburn in King county; that a public necessity exists for the connection of its main line with the Borden Condensing plant, and that the same can only be accomplished by the construction of the spur track leading to such plant, and that the same must cross the highway known as County Road within the limits of said town,

And it further appearing to the Commission that the contour of the surrounding land and territory is flat and level, that it would be impracticable to construct such spur in such a manner that the highway would pass under the spur track as it would necessitate the construction of such highway in such a manner as to leave a place in which water would congregate and stand, and in order to construct the highway over the spur track by having either cross over the other, would render the grade impracticable; that the country is reasonably open and a reasonably good view of approaching trains can be had, and the Commission being fully advised in the premises,

GRANTS SAID PETITION, And the complainant is hereby authorized and permitted to construct such spur track across said highway known as County Road within the limits of the town of Auburn, in the manner as shown on the blue print filed and made a part of the petition herein and now on file in this case.

SEPTEMBER 29, 1909.

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

THE RAILROAD COMMISSION OF WASHINGTON,
EX REL. WATERVILLE RAILROAD COMPANY,
Petitioner,

No: 67
ORDER.

vs.

THE COUNTY OF DOUGLAS, AND THE TOWN OF
WATERVILLE, a municipal corporation,
Respondents.

This cause coming on regularly to be heard on this 15th day of October, 1909, before the Railroad Commission of Washington at its office in Olympia, and it appearing to the Commission that a petition was duly filed herein by the complainant asking for permission to cross at grade certain streets in the town of Waterville and certain public highways in the county of Douglas; and

It further appearing that the county commissioners of the county of Douglas, and the common council of the town of Waterville have each waived notice of the hearing of said petition, and assenting to the grade crossings petitioned for; and

It appearing to the Commission that the petitioner is a corporation for the purpose of conducting a railroad as a common carrier; that a public necessity exists for the construction of its said line from the town of Waterville to the town of Douglas, and that the same must cross certain streets in the town of Waterville as follows: Second, Rainier, Central avenue, Harrison, Chelan avenue, Baker, First, Poplar, Ash, Locust, Munro, Madison, Jefferson, Jackson, and Edison, and between said town of Waterville and the town of Douglas, must cross county roads numbered 21, 28 and 331; and

It further appearing to the Commission that the contour of the land and the grade line of the railroad is such that it would be impracticable to construct same in such a manner as to pass with an overhead crossing over said streets and public highways, or in such manner as to pass below said streets and highways, and that the location is such as to afford a reasonably open and good view of the approaching trains, and the Commission being fully advised in the premises,

IT HEREBY GRANTS SAID PETITION, and the petitioner is hereby authorized and permitted to construct such line of railway across the streets and highways aforesaid, within the limits of the town of Waterville and the county of Douglas, in the manner as shown on the blue print filed and made a part of the petition herein, and now on file in this cause.

OCTOBER 15, 1909.

GRAIN DEPARTMENT ORDERS.

Order No. 1 was an order entered on June 10th, 1909, appointing Mr. Samuel C. Armstrong as Chief Grain Inspector at a salary of two thousand dollars a year.

On June 10th, 1909, the Commission made Order No. 2, ordering that the grades on grain in effect during the preceding year be continued as the established grades until further change, which change was made on September 20th, 1909, as per the following order:

BEFORE THE RAILROAD COMMISSION OF WASHINGTON.

IN THE MATTER OF THE ESTABLISHMENT OF
GRADES OF GRAIN AND HAY IN THE STATE
OF WASHINGTON, AND RULES AND REGULATIONS GOVERNING SAME.

ORDER No. 3.

This matter coming on to be heard before the Railroad Commission this 20th day of September, 1909, all the members being present, it is hereby ordered that the following be fixed as the established grades of grain and hay, and the rules and regulations governing same:

WHEAT.

Bluestem Grades.—Choice milling bluestem wheat must test not less than 60 pounds to the bushel, must be sound, dry, plump, of good color, free from smut, clean, and not mixed with any other variety.

No. 1 bluestem must be sound, dry, reasonably plump, good color, reasonably free from smut, well cleaned, and must not have mixed with it more than 10 per cent. of red wheat, nor more than 15 per cent. of club varieties, and shall test not less than 58 pounds to the measured bushel. Where bluestem wheat has mixed with it more than 10 per cent. and less than 30 per cent. of red wheat, it shall be graded No. 1 bluestem mixed red, and where bluestem has mixed with it more than 15 per cent. and less than 30 per cent. of club varieties, it shall be graded as No. 1 bluestem mixed, unless for other reasons it be graded lower.

No. 2 bluestem wheat must be sound, fairly good color, but little shriveled, well cleaned, and a good milling quality of bluestem, and shall not have mixed with it more than 10 per cent. of red or 15 per cent. of club varieties, and shall test not less than 56 pounds to the measured bushel, and if it has mixed with it more than 10 per cent.

and less than 30 per cent. of red, or more than 15 and less than 30 per cent. of club, it shall be graded No. 2 bluestem mixed.

No. 3 bluestem wheat shall be any bluestem wheat which is so badly shriveled or from any cause too poor to be graded as No. 2, but still testing not less than 54 pounds to the measured bushel, and suitable for milling purposes.

Club Wheat Grades.—Choice milling club wheat shall consist of club varieties of wheat testing not less than 60 pounds to the measured bushel, and must be sound, dry, plump, of good color, free from smut, and clean.

No. 1 club wheat shall consist of club varieties and shall be sound, dry and reasonably plump, good color, reasonably free from smut, well cleaned, and shall test not less than 58 pounds to the measured bushel.

No. 2 club wheat shall consist of the club varieties and be sound, fairly good color, dry, but little shriveled, reasonably free from smut, well cleaned, and must test not less than 56 pounds to the measured bushel.

No. 3 club wheat shall be any club wheat which is so badly shriveled or for any cause too poor to be graded as No. 2, testing at least 54 pounds to the measured bushel, and still fit for milling purposes.

Fortyfold, Turkey Red, Sonora and White Amber shall be graded as special varieties.

Red and Other Grades.—Red wheat and Flax shall be graded choice milling, No. 1, No. 2 and No. 3, and the same rules shall apply to these grades as apply to club and bluestem.

Wheat which is so badly shriveled, bleached, smutted, wet, musty, grown, or for any other cause unfit for milling purposes shall be marked "No Grade."

NOTE: Attention is called to Rule 7 for testing weight, and Rules 8 and 9, governing foul and smutty wheat.

OATS.

No. 1 milling oats shall be large white oats of good weight, sound, sweet, bright and dry.

No. 1 feed oats shall be oats of good weight and appearance, sound and sweet, either white, black, red, or mixed, reasonably free from wild oats and containing not more than 15 per cent. of other grain.

No. 2 feed oats shall be oats too light or shriveled to grade No. 1, or oats containing more than 15 per cent. of other grain, or more than a reasonable amount of wild oats.

No Grade Oats.—Oats musty, smutty, damp, badly stained, badly shriveled, or grown, shall be classed "No Grade."

BARLEY.

Choice brewing barley shall be either white or blue barley, free from other grain, heavy, plump, sound, bright and free from broken or skinned grains.

No. 1 brewing barley shall consist of blue or white barley, shall be

sound, bright, plump and dry, and be reasonably free from broken and skinned grains and other grain.

No. 1 feed barley shall consist of blue or white barley, and be sound and sweet, plump and dry, and may contain not to exceed 20 per cent. of other grain.

No. 2 feed barley shall be barley shriveled and light, or barley mixed with other grain to an extent greater than 20 per cent.

No Grade Barley.—Barley that is over foul, smutty, musted, damp, stained or badly shriveled shall be classed "No Grade."

RYE.

No. 1 rye shall be sound, plump and well cleaned.

No. 2 rye shall be reasonably plump, reasonably well cleaned, and reasonably free from other grains.

No. 3 rye shall be such rye as is rusty or dirty and otherwise unfit to grade as No. 2.

GRADES OF HAY.

Choice timothy hay shall be timothy not mixed with over 5 per cent. of other grasses, properly cured, bright natural color, sound and well baled.

No. 1 timothy hay shall be timothy not mixed with more than 15 per cent. of other tame grasses, of good quality, properly cured, good color, sound and well baled.

No. 2 timothy hay shall be timothy not good enough for No. 1, not mixed with over 25 per cent. of other tame grasses, fair color, sound and well baled.

Mixed timothy hay shall be timothy and clover (or alfalfa) mixed with at least 50 per cent. of timothy, and not over 15 per cent. of other grasses of food value, good color, sound and well baled.

No. 1 clover hay shall be medium clover, not over 15 per cent. other tame grasses, properly cured, sound and well baled.

No. 2 clover hay shall be clover not over 25 per cent. other tame grasses, sound and well baled.

No. 1 alfalfa hay shall be coarse alfalfa of bright green color, or reasonably fine, leafy alfalfa of good color, and may contain 15 per cent. of foreign grasses; must be well baled, sound and sweet.

No. 2 alfalfa hay shall include alfalfa hay somewhat bleached, but of fair color, reasonably leafy, not more than 25 per cent. other grasses; must be well baled, sound and sweet.

Mixed clover or alfalfa hay shall be clover or alfalfa mixed with timothy, with at least 50 per cent. of clover or alfalfa, mixed with not over 15 per cent. of other grasses of food value, reasonably sound and well baled.

No. 1 grain hay shall consist of either wheat or tame oats, cut green, of good color, reasonably fine and bright, not mixed with more than 5 per cent. of wild oats, sound and well baled.

No. 2 grain hay shall consist of either wheat or tame oats, not mixed with more than 25 per cent. of wild oats, not so green as No. 1,

and containing more matured grain in the heads, sound and well baled.

Prairie or wild hay shall be graded No. 1 and No. 2, and the same rules shall apply as to these grades in timothy and grain hay.

No. 1 mixed hay shall be a mixture of hay of the different grasses or grains, of good color, properly cured, sweet, sound and well baled.

No. 2 mixed hay shall be hay of the different grains or grasses, not good enough for No. 1, of fair color, sweet, sound and well baled.

No grade hay shall include all hay badly cured, stained, in any way unsound, or straw.

RULES AND REGULATIONS GOVERNING WAREHOUSES AND THE WEIGHING AND INSPECTION OF GRAIN AND HAY.

RULE 1.—All correspondence relative to warehouses, including licensing of warehouses and scales, bonding warehouses, warehouse reports, the weighing and inspection of grain and hay, and all other questions affecting this department should be addressed to the Chief Grain Inspector, Tacoma, Washington.

RULE 2.—It shall be the duty of each chief deputy to keep a complete record of the condition of all cars on arrival, coming under his supervision. He shall record the number of all seals broken by him, also the number and description of the state seals substituted therefor. Before breaking the railroad seal he shall carefully note whether or not it is intact. If there is evidence that it has been broken or tampered with, he shall note the same upon his record, and notify the railroad company of such fact. He shall also carefully observe whether the end or side doors are open or shut, and whether the car is leaking in any part, and make his notations accordingly. Deputies charged with the duty of sealing cars shall close the doors and reseal the same with state seals at the earliest practicable moment after the original sampling and inspection has been done. If unable for any reason to close a car door after same has been opened by them, such fact shall be at once called to the attention of the proper railroad official in charge of the yard in which the car is placed. They shall also make a report each day at the office of the chief deputy inspector, showing the total number of cars sealed by them and giving a complete record of condition of cars on arrival.

RULE 3.—After cars are placed for inspection on the track, the chief inspector or one of his deputy inspectors shall promptly open them and carefully inspect and grade them according to the merits of the grain or hay they contain and in accordance with the grades, rules and regulations provided by the Railroad Commission, and shall leave in such car a card showing the grade of such grain or hay according to the appearance, in the doorway, which shall not be considered as final grade certificate. Each inspector shall be particular that all inspection cards placed by him in cars are plainly written. There shall be no alteration or erasure on the card, but in case of error he shall make out a new card, carefully destroying the old one. This card must con-

tain, first, the date of the inspection; second, the number and initials of the car; third, the grade of grain or hay in the car, and, if graded below No. 1 grade, the reasons for such grading; fourth, the name of the inspector. Each inspector must personally fill out and sign each card. The inspector shall then seal each car inspected, with his official seal, keeping a correct record of same: *Provided*, That if the grain or hay contained in a car is to be inspected into a warehouse by a deputy inspector, such inspection shall take the place of track inspection; track inspection in accordance with this rule to be made only where such car or cars are to be set to a warehouse or unloaded at a point where no deputy inspector is regularly placed.

RULE 4.—After any grain or hay has been graded on the track, should any warehouseman, miller or other person who may be unloading it find that in any car there is a poorer grade than is shown at the time of such track grading and that it does not equal the grade there given it by the inspector, he may, upon such discovery, set out such sacks or bales, containing such grain or hay, and call for further inspection thereof, and the chief inspector, or one of his deputies, shall be called in and shall inspect it and make a grade to conform to the character of the grain or hay therein found.

RULE 5.—When cars of sacked grain are placed at any public warehouse to be unloaded, in cities provided for inspection, the chief deputy or deputy inspector shall carefully and thoroughly inspect such grain into such warehouse, shall make a record of the number of sacks of each grade so found, with the weight, and, when any grade lower than No. 1 is found, the reason or reasons for such finding shall be stated. All deputy inspectors and weighers shall keep a careful record of grades and weights found, with notations as to condition and appearance of any grain or hay received, and if any irregularities are apparent, note the same, with the probable source, and report daily to the chief deputy under whom the inspection is being made, and such chief deputy shall enter the same on a permanent record and report to chief inspector at once.

RULE 6.—If requested in writing by consignor or consignee, grain billed to points outside the State of Washington which does not pass through any warehouse or mill in transit shall be graded on track, if not unloaded in this state, and be thoroughly inspected out of the car if unloaded in its passage through the cities designated by law for state inspection: *Provided, always*, That such grading and inspection does not act as a hindrance to the railroads in the transportation of such grain, and that such grading does not interfere with the prompt grading and inspection of all cars of grain which are consigned to points within the state provided for state inspection. Requests for grading such interstate shipments must be made to the chief deputy inspectors at the cities provided for state inspection which are nearest the point of departure, from the state, of the grain in question. The

application for such grading shall give the number and initial of the car, place and date of shipment, place of inspection, and contents of the car.

RULE 7.—The Winchester bushel shall be the standard for testing grain. When wheat testers are being filled with grain, the drop shall be three inches from the top, poured evenly into center of kettle. Care must be taken to pour only enough grain to heap the kettle; then, without moving or jarring, the excess of grain should be struck from kettle by using a flat ruler.

RULE 8.—When wheat contains a mixture of wild oats, cockle or other foreign matter, the test weight shall be taken of a sample of such wheat cleaned, and such test weight, in connection with the quality of the wheat, shall determine the grade. A dockage shall then be fixed covering the amount of such oats, cockle and other substance, which dockage shall be in pounds per bushel.

RULE 9.—All wheat (oats or barley) containing a sufficient amount of smut to affect its value shall be graded as smutty, giving the number of degrees of smut, using as a basis a scale of from one to ten degrees, which shall be determined by considering any wheat which contains the least amount of smut which would affect its value as containing one degree, and wheat containing the greatest amount of smut that can be successfully cleaned off and used for milling purposes shall be defined as bearing ten degrees of smut. All wheat bearing intermediate degrees shall be considered with reference to its appearance in comparison with the extremes. All smutty wheat graded by above rule shall also be given its actual test weight, and, if foul, show grade according to amount of foul matter contained, as well as notation as to condition.

RULE 10.—The chief inspector and chief deputies shall keep suitable books of record in their office, upon which shall be kept a faithful and true record of every car of grain and hay inspected by them, showing the numbers and initials of such car, condition of same, the kind of grain or hay and its grade, and, if graded below No. 1, the reasons for such grading; the number of sacks or bales of each grade and their weight, the amount of fees and forfeitures collected and disposition of same. For each carload of grain or hay inspected they shall give a certificate of inspection, if requested to do so by the consignor or consignee, showing the kind and grade of same and reasons for all grades below No. 1; the number of sacks, if sacked grain, and the weight. They shall also keep a true record of all appeals, decisions, licenses issued or revoked, and a complete record of every official act, which books and records shall be kept in their offices and open to any party of interest. The chief deputy shall make a daily report of same to the chief inspector.

RULE 11.—Each chief deputy shall have general supervision over all deputy inspectors and employees in his department, and shall en-

force all laws, rules and regulations pertaining thereto and the orders and instructions of the chief inspector, and shall report promptly to the chief inspector any irregularity or violation of rules by any of his subordinates, and if in his opinion the services of any employee can be dispensed with.

RULE 12.—The inspection fee for grain and hay shall be seventy-five cents per car.

RULE 13.—The chief grain inspector may from time to time make such additional rules and regulations as he may deem proper, not inconsistent with the rules and regulations made by the Railroad Commission.

SEPTEMBER 20, 1909.

REPORT OF INSPECTOR OF TRACKS AND SAFETY APPLIANCES.

ACCIDENTS.

The following accidents have been investigated during the period from November 1, 1908, to December 31, 1909. The accidents investigated cover only those which caused the death of an employe or passenger, but do not include deaths caused by trains the cause of which was apparent. While reports have been made to the commission covering the latter cause, these are too voluminous to publish.

D. C. Cannon, employed as a brakeman on the Northern Pacific Railway, was killed at Toppenish about 1:30 a. m., January 1, 1909. Extras east 1599 and 1548 were following each other, extra 1548 having the following block card:

NORTHERN PACIFIC RAILWAY COMPANY.

BLOCK CARD.

(A. B. C. System. Patent applied for).

WAPATO, 1, 1, '09.

Block Card No. 9.

Conductor and engineer 1548.

This card is authority for you to run to Toppenish, except take siding on west-bound and meet engine 294 at Toppenish, and look out for engine 1599 east on main line at Toppenish.

(If no exceptions, operator will insert word "Blank").

Made O K at 1:30 a. m. by J. L. D.

COTTLE, Operator.

Cannon was the rear brakeman on 1599, and under the rules of the company it was his duty to flag the rear of his train when stopped on the main line, even though such stop was made in station limits and between switches. Carlson, his conductor, told him to do this, and when the conductor left the caboose to go to the front end of his train, Cannon then had the proper lights with which to flag. Cannon evidently did not go out, but returned to the caboose. Engineer Goldberg, on extra 1548, claimed that the smoke blew from his engine in such volume that his view of the main line was obstructed. It is quite clear that both Cannon and Goldberg failed to obey the rules of the company. The coroner's inquest, held at Toppenish, placed the blame on Cannon for failing to flag the following train.

In my opinion, the engineer of 1548 was negligent in not having his train under control, as, under his block card, received about twenty minutes before at Wapato, he knew that this train was occupying the main line.

Northern Pacific train No. 16, in charge of Conductor Sam Fuson and Engineer F. T. Hammond, was derailed about one mile east of Bristol, between Cle Elum and Ellensburg, about 8:25 p.m., April 10, 1909. This train was a passenger train east-bound, and consisted of nine cars, containing about 110 passengers; was being pulled by engine 287. The engine left the track on a ten-degree curve, fell on its left side and slid about 100 feet after turning over, killing Engineer Hammond and Fireman John Johnston instantly. Both the engine and track were in good condition, and, in my opinion, this accident was caused by excessive speed. About 3,000 feet west from the point of accident a slow board is placed, calling for a speed of not more than thirty miles per hour around the point where the wreck occurred. From the appearance of the wreck, I am satisfied that limit was being exceeded. Two cars were crushed and the balance of the train ran about 400 feet beyond the point of derailment. None of the passengers were seriously injured. I was on the ground before the damaged cars were picked up and remained until the engine was re-railed, in order to examine the wheels for defects. None were found. The engine jumped over the outside rail and no ties were marked between the rails for twenty feet beyond the point of derailment. The coroner's jury, held at Cle Elum, April 14, brought in a verdict that the accident was caused by excessive speed and a defective rail, the rail on the outside of the curve being somewhat flange-worn. The conductor testified that the train, in his opinion, was running at least forty miles an hour. While the rail was flange-worn, it was not sufficient in my opinion to warrant its removal. Outside rails on ten degree curves are always flange-worn after having been in the track a few months, and the condition of this rail did not contribute to this accident.

Paris Belcher, a passenger on the south-bound line of the Northern Pacific Railway on train No. 26, jumped or fell from the train August 25, 1909, receiving injuries from which he died August 29, 1909, at Raymond. This train was in charge of Conductor McMickle. No one on the train knew anything of this accident, but some loggers working at Lester logging camp saw the man jump from the train. It is presumed that he desired to get off at this camp, which is located about half a mile west of Pluvius, and, on reaching that point, jumped from the train.

Dr. J. P. Cox, a passenger on west-bound Great Northern train No. 3, in charge of Conductor Touhey and Engineer Jones, was killed in a collision at Crater about 5:10 a.m., September 30, 1909. No. 3 had taken the siding at Crater to meet No. 2, in charge of Conductor Sted-

man and Engineer Burke. When No. 2 had almost reached the west switch, Brakeman Demers, head brakeman on No. 3, ran and threw the switch in front of No. 2, heading them in on the side track, causing them to collide with No. 3, killing Dr. Cox and severely injuring Fireman Kimish.

Passenger trains 6 and 17 on the Northern Pacific Railway were in collision at Dudley, about 5:10 a. m., May 17, 1909. These trains were being operated under the ABC system and both had been instructed to hold the main line and meet the other. Copies of these orders follow:

NORTHERN PACIFIC RAILWAY COMPANY.

BLOCK CARD.

THORP, 5, 17, 1909.

Block card No. 127.

Conductor and engineer, Pasgr. Eng. 295.

This card is authority for you to run to Bristol, except Eng. 1501 has arrived Thorp.

Hold main track; meet Pasgr. Eng. 240 east at Dudley.

(If no exceptions, operator will insert word "Blank").

Made O K at 5 a. m. by W. C. A., Supt.

OWENS, *Operator.*

NORTHERN PACIFIC RAILWAY COMPANY.

BLOCK CARD.

BRISTOL, 5, 17, 1909.

Block card No. 123.

Conductor and engineer Psgr. Eng. 240.

This card is authority for you to run to Thorp, except hold main track; meet Passgr. Eng. 295 west at Dudley.

(If no exceptions, operator will insert word "Blank").

Made O K at 4:58 a. m., by W. C. A., Supt.

FELDMAN, *Operator.*

Train 17 reached Dudley first and held the main line, pulling down just clear the main-line switch. Trains approaching Dudley from the west cannot see the switch, owing to a curve, until they are quite close to it. The sidetrack being half a mile long, gives east-bound trains holding the main line ample time to stop after passing the switch. Engineer Dale, on No. 6, was running about thirty miles an hour when he saw 17 standing on the main line only a few car-lengths away. He immediately set his brakes, but the distance was too short to materially check the speed of the train. Engineer Dale was scalded so badly that he died in about two hours. Train 17 was in charge of Conductor Laramie and Engineer Whitford. Train 6 was in charge of Conductor S. Fusan and Engineer W. H. Dale.

These orders were issued by W. R. McPherson, train dispatcher at Tacoma; were sent to E. J. Feldman, operator at Bristol, and W. J. Owens, operator at Thorp, who repeated them to each other over the telephone. All these operators had been on duty about five hours after sixteen hours off duty. McPherson had been a train dispatcher for eight years on various railways.

Dell Reimans, employed as a locomotive engineer on the Great Northern Railway; Jacou Spangler, a fireman for the same company, and M. W. Taylor, an engineer on the Northern Pacific, were killed about 1¾ miles west of Lind about 12:10 a.m., November 25, 1909, in a collision between G. N. engine 1447, pulling passenger train No. 4, and N. P. helper engine 1372, in charge of Engineer Perry Norville and Fireman Leon Foosse.

Great Northern No. 4 was being run from Seattle to Spokane over the Northern Pacific track and was being piloted by N. P. Conductor H. E. Billings and Engineer M. W. Taylor, the latter riding on the engine. This train received a block card at Providence giving them the right to run to Lind, of which a copy is hereto annexed. Engineer Norville received a block card at Lind giving him the right to run to Providence after meeting Great Northern engine 1447 at Lind, copy of which is also annexed. As these trains met 1¾ miles west of Lind, it is very evident that the engineer of 1372 left Lind without a proper understanding of this order, and also without getting a clear block signal, as the rules provide. C. E. Weber, the operator on duty, and who delivered the card to Norville, swears positively that the block was at red all the time engine 1372 was at Lind. I attended the inquest and I am embodying herein a copy of the verdict of the coronor's jury, which doesn't fix the responsibility. Both the engineer and fireman of engine 1372 were too badly injured to testify.

This accident occurred on a sharp right-hand curve for east-bound trains, with a hill on the south of the track. This hill prevented the engineers of either engine seeing any rays from the headlights. Engine 1372 was backing up.

Great Northern No. 4. consisted of mail, baggage, smoker, day coach, tourist sleeper, diner and standard sleeper, which was uncoupled and pushed back by the passengers and train men.

NORTHERN PACIFIC RAILWAY COMPANY

BLOCK CARD.

LIND, 11, 24, 1909.

Block card No. 2.

Conductor and engineer 1372.

This card is authority for you to run to Providence, except hold siding; meet G. N. engine No. 1447 at Lind.

Made OK at 11:55 p.m. by J. L. D., superintendent.

WINSOR, Operator.

Per C. E. WEBER.

NORTHERN PACIFIC RAILWAY COMPANY

BLOCK CARD.

PROVIDENCE, 11, 24, 1909.

Block card No. 368.

Conductor and engineer G. N. engine 1447.

This card is authority for you to run to Lind, except look out for number eight on main at Lind.

Made OK at 11:40 p.m. by J. L. D., superintendent.

JOHNSON, Operator.

JURY VERDICT.

State of Washington, County of Adams, ss:

In the matter of the inquisition of the bodies of Jacon Spangler, D. F. Rieman, and M. W. Taylor, deceased, held at Lind on the twenty-sixth (26th) day of November, A. D. 1909.

We, the undersigned jurors, sworn to inquire into the death of Jacon Spangler, D. F. Rieman, and M. W. Taylor, on oath do find that they came to their death by reason of a collision on the Northern Pacific Railway Company's main line about one and three-quarter miles west of the town of Lind, Adams county, Washington, of N. P. engine No. 1372 and Great Northern engine No. 1447 about 12:15 a. m., November 25th, 1909. The cause of said collision unknown to jury.

(Signed)

M. L. SCHERMERHORN, *Foreman*;
F. G. BIER,
R. H. SCREIBER,
W. S. EASTMAN,
A. J. VAN AMSBURGH,
H. E. KEMP.

Great Northern east-bound passenger train No. 26, Conductor Price, Engineer Goulett, and Fireman Dallman, was wrecked about one mile east of Scenic about 10:15 o'clock on the evening of the 21st of August, 1909, killing Engineer Goulett instantly and injuring Fireman Dallman quite seriously. At that time the company's attorney informed me that the latter would be confined to the hospital for about a month.

This accident was caused by a tree falling diagonally across the track. The train consisted of five cars and was pulled by engine 1423, and, in the opinion of the train men, was moving about twelve miles an hour. At the time of the accident it was ascending a grade of 2.2 per cent. Upon striking the tree, the engine was derailed, rolling down the mountain several hundred feet.

This portion of the Great Northern Railway is patrolled by watchmen, and train 43, west-bound, had passed this point about one hour before the accident occurred. The tree had fallen at a very obscure place, at the east end of the snow shed (which is built on a curve), and could not have been seen by the engineer but a few feet distant. No damage was done to the rest of the train, except that the east end of the baggage car left the rails. This accident was, in my judgment, unavoidable and could not have been foreseen.

Engine 1921, pulling extra west on the Great Northern Railway, Conductor Markle and Engineer Navarre, was derailed near Tonga about 9:15 a. m., on May 3, 1909, killing Engineer G. B. Navarre.

This accident was caused by a rail having been removed from the track by Thomas Connors, section foreman, who sent H. Martin, one of his men, out to flag all trains and stop them. Martin went out about 3,300 feet and put down one torpedo and claims to have been standing about three telegraph poles inside of the torpedo and on the engineer's side of the track. None of the trainmen saw this man with a flag. The head brakeman was riding about five cars from the engine,

on top of the train, and the fireman was putting in coal. Both fireman and brakeman heard the torpedo explode, and the engineer blew two whistles just after it exploded, and slowed the train down to about eight miles per hour. He permitted the train to run down the mountain until the section foreman was seen, swinging his arms and shouting to them to jump. This the engineer and fireman did, the former being caught by a box car and the side of the rock and crushed to death. The fireman claims that after the torpedo was run over the engineer kept looking out of the window and remarked to him just before seeing the section foreman, "I wonder why some one don't show up." The engineer had been flagged farther up the mountain and had stopped and picked up the flagman, as the rules provide. The flagman sent out by Connors had stopped a passenger train about half an hour before this accident occurred and told them Connors was changing a rail. I am enclosing copies of the Great Northern rules covering this case. The train was not properly flagged, under these rules, and the engineer disobeyed the rules when he failed to stop on the explosion of one torpedo.

This train consisted of 1,500 tons, contained in thirty loaded and seventeen empty cars.

On the evening of November 29, Northern Pacific passenger train No. 310, engine 330, Engineer Wyandt, Conductor Hall, ran into a washout at 9:15 p.m. one and a quarter miles west of Olympia, ditching engine and instantly killing Engineer Wyandt and Fireman Hobart Whittaker. The point of the wreck was on almost a straight piece of track, with an unobstructed view of between two and three hundred yards on the heavy downward grade approaching Olympia along Percival creek.

The water had accumulated and run over the bluff on the upper side of the track and washed out the dirt beneath about five or six ties, or twelve to fifteen feet, the rails holding the ties and track in position, consequently the probable first intimation of the washout was when the engine struck it. Engine 330 was equipped with electric headlights. The train consisted of a combination baggage and mail car, smoker, first-class coach and combination observation and dining-car. The two latter cars remained on the track. The two former cars were derailed, the combination baggage and mail car being thrown against the bank and forward the engine. The crew of this train left Olympia for Gate, west-bound at 6:47, and had passed over this piece of track a little more than two hours previous to the wreck, they having been on train 309 from Tacoma of that date, and were turned back from Gate on account of washout between Gate and Oakville preventing their continuing on to Grays Harbor. There were only three passengers on the train, and none of the balance of the train crew or passengers were injured. Damage to the derailed cars very slight. Track torn up for about three rails-length. The washed-out condition of the track was discovered by a party shortly after 8 o'clock, but

he, not being advised as to the direction of the next approaching train, returned and notified the operator at Olympia. The operator at Olympia, after ascertaining that 310 had left Little Rock, made every effort to flag, but reached the washout about five minutes too late. No blame can be attached to any one for this wreck.

The three photographs attached were taken at 10 o'clock on the morning of November 30, and show the position of the engine after derailment.

An investigation has been made of a recent accident on the Great Northern Railway south of Bellingham, which occurred at 7:55 p. m., January 7th, 1909, in which Fireman Stewart was killed and Engineer Dailey received injuries from which he died later. At 5:30 p. m., on this day, a switch engine manned by the following crew: Wm. Sarlund, foreman; J. L. Twigg, and E. L. Petty, with Engineer C. J. Monihan and Foreman R. N. Wagy, were using this switch to place some cars on the side track. Train south No. 279, Engineer Gander and Conductor Broderick, leaving Bellingham at 5:46 p. m., passed over this switch; train 271, with Engineer Zigweid, passed south at 6:18; both these trains were running with the switch. Owing to dense fog and high winds, these men cannot say whether the switch light was burning or not. The trains going with the switch would not be in danger from its being misplaced. Were the switch not set properly from the main lines, these trains running through it would render it impassible for north-bound trains. The switch is located on a five-degree curve, and a train going north cannot see it for more than five car-lengths, owing to the view being obstructed by the cut and the five-degree curve. Train 272, the one having the accident, was running about 25 miles an hour in passing through the cut just south of the switch. Engineer Dailey saw the switch wrong when his headlight brought the switch in view. He immediately set his air brakes in emergency and reduced his speed to about 15 miles an hour, when his engine collided with some cars on the siding, putting engine 908 in the bay, knocking down the trestle. The yard foreman and his helpers insist that this switch was left set and locked for the main line. The engine crew admit not having looked at the position of the switch when leaving there. After the wreck this switch was found set and locked for the side track, with the switch point broken and in such condition that it was evident it had been run through. Both the engineers on the south-bound trains admit that they did not closely observe the switch light and cannot say whether it was burning or not. Had the switch been left for the siding, the trains going through the switch in breaking the points, would have a tendency to jar the light out. The rule of this company is that the absence of a fixed signal must be considered dangerous and reported at once.

The coroner's jury held the yard crew responsible for this accident, owing to the doubt of the switch being properly set and locked for the main line. Both the engineers of the south-bound trains do not think

they ran through this switch. From experience I am convinced that an engineer can run through a split switch and not know it. It may be possible that this switch was tampered with by unauthorized parties, but owing to the switch being found locked for the sidetrack, it does not, in my opinion, seem probable.

Great Northern engine No. 963 on train No. 275, Conductor Waldron, Engineer Lenahan and Fireman Bloom, exploded about three-fourths of a mile west of Mukilteo at 6:05 a.m., on February 10th, 1909, killing both engineer and fireman. This explosion was one of the most disastrous I have ever seen. The boiler was thrown about 100 feet beyond the point where the explosion occurred. Driving wheels were blown from the axles; one driving axle broken. Engine frame broken and both boilers and engine almost completely demolished. A hole was also blown in the road bed several feet deep. The direct cause of this accident is hard to determine. Four experts testified at the coroner's inquest that the boiler was defective and that the explosion was caused by the inside sheet of the leg of the fire-box being corroded and pitted until it was too thin to stand the pressure from broken stay-bolts. Four other experts also testified that the boiler was not defective and that the explosion was caused by the water being low enough to permit the crown sheet to become overheated, thus rendering it incapable of sustaining the pressure of 180 pounds to the square inch which the boiler was tested to carry. The verdict of the coroner's jury was that the explosion was caused by the boiler being defective, and that no evidence of the water having been low was apparent. The boiler was examined by all those who testified, by the coroner, the jury and myself. It was quite evident that the inside sheet of the fire-box was thin, it being less than one-quarter of an inch in thickness; also that some stay-bolts were broken between the inside sheet of the leg of the boiler. From the appearance of the wreck, I do not think that the explosion originated from either of these defects, but that the crown sheet came down, owing to the number of crown bolts that had been broken, and which showed evidence of having been hot. On the other hand, I do not think it probable that a careful engineer would, under the circumstances, have had low water. This train had stopped at Delta and taken coal. Here the Great Northern shops are located, and had there been any defect in the appliances used to supply water to the boiler, it would have been reported at this point. The train ran about a mile and a half, when a stop was made at Pacific avenue. On leaving there it ran one mile further, made the regular stop at Everett station, did their work there, pulled out and ran four and one-half miles to Mukilteo. A stop was also made at the latter point. The train pulled out, and the explosion occurred three quarters of a mile west of there.

Water in a locomotive boiler when in motion is continually moving, owing to the irregularity in track surface. This movement is shown in the water glass. When the water is stationery in the water glass, and the engine in motion, any engineer and fireman can tell that

some obstruction has stopped communication between the boiler and the glass. When a stop is made the water will flow to the front of the boiler, which will cause a movement of the water in the water glass of several inches. I do not, therefore, think it possible that both the engineer and fireman, after making four stops in six miles could be in ignorance of the amount of water the boiler contained. If the engine had been short of water, a tank is at Delta, which the train had passed only a few minutes before the accident occurred. No one at the inquest, however, could state whether water had been taken there or not. The engineer would certainly have taken water had he needed it. This boiler was about 15 years old, had been in the shops for new flues and other repairs in May, 1908. The boiler had also been inspected in January by the boiler inspector at Interbay. An old boiler may have been overheated, caulked, remain in service for a long time and then give way suddenly, owing to the crown bolts having crystallized. This engine was tested in May by hydrostatic pressure 30 per cent. above the pressure they were permitted to carry.

From the report of the New York Public Service Commission, I find they had 17 boiler accidents in that state in 1907, killing six and injuring thirty-one persons. Of these 17 accidents, three are classed as boiler explosions for which no cause is given. The others are classified as being due to low water, blowing out plugs, flues pulling out, etc.

In my opinion, where the boiler gives way in the water space at sides or ends of fire-box, and which is only four inches, very little, if any damage would have resulted other than to the boiler. No such havoc would have been probable as is in evidence.

We have no law in this state which provides for any supervision for proper boiler inspection. I quote from the New York law, which places this duty on the railway companies, and is supervised by the Public Service Commission: Railroad corporations are required to cause thorough inspections to be made of all boilers by persons duly qualified to pass upon the design and maintenance. Boilers must be of good workmanship and material, and must be equipped with proper appliances for safe operation. Boilers are required to be washed out every thirty days. Certificates must be filed in the office of the Public Service Commission at least once in three months covering every boiler in the state. The Commission is required to formulate rules and regulations for the inspection and testing of boilers, and has authority to order the removal of incompetent inspectors. Regulations for inspecting, testing and washing boilers were issued by this Commission on August 20th, 1907, to conform to the foregoing provision of the statutes. These regulations were adopted after a conference with representatives of the principal steam railroads, and were carefully considered with a view to incorporating the best railroad practice. The regulations, therefore, contemplated two forms of reports: *First*, a specification card, giving a description of the design of boiler, the principal dimensions and calculations of the strains to which the parts

are subjected; *second*, a certificate of inspection for each locomotive boiler, covering all items of routine and maintenance, is required once in three months. Each inspection certificate is signed and sworn to by the boiler inspector of the railroad company. One copy is posted in the locomotive cab, and one copy filed with the Commission. Definite responsibility is thus located. It is believed that the systematic care of boilers will have a decided effect in reducing the number of failures. The requirements of the law are that all steam valves, cocks and joints, studs, bolts and seams be kept in such repair that they will not at any time emit steam in front of the engineer so as to obstruct his vision, and where two stay bolts, adjacent to each other, are found broken in any part of the fire-box, or when three or more are broken in a circle four feet in diameter, the boiler must be withdrawn from service and repaired.

SIXTEEN-HOUR LAW.

While the railroads are in a measure obeying the sixteen-hour law for train service of employes, the limit is often being extended for trivial causes, thus keeping them on duty more than the sixteen hours. These causes may be legal, but they certainly violate the spirit of the law. This feature has been commented upon by the Interstate Commerce Commission in their last annual report, and they have instituted suits before the Federal courts covering the same, in order to define what are unforeseen causes and emergencies. While the law has not confined the employes to the sixteen hours on duty in every instance, it has been of great benefit in assuring them a reasonable rest period after reaching the terminal.

BOILER INSPECTION.

We have had one serious boiler explosion in this state during the past year, which occurred on a passenger train. I feel it my duty to call your attention to the lack of any supervision requiring that locomotive boilers receive the requisite attention.

SAFETY APPLIANCES DEFECTS.

You will find submitted a list of defects on engines and cars:

Cars inspected, 12,422; cars defective, 748.

List of Defects.

Coupler body broken.....	6
Knuckles broken	6
Worn knuckles	9
Knuckles minus	1
Knuckle pins broken.....	21
Knuckle pins bent.....	11
Lock block broken.....	6
Lock block worn.....	11
Lock block inoperative.....	6
Uncoupling lever missing.....	4
Uncoupling lever bent.....	12
Uncoupling lever broken.....	2

Uncoupling chain broken.....	9
Uncoupling chain kinked.....	10
Uncoupling chain missing.....	4
Uncoupling chain too short.....	6
End casting missing.....	4
End casting loose.....	31
Keeper bent.....	6
Keeper loose.....	21
Keeper missing.....	6
Clevis pins missing.....	21
Clevis missing.....	6
Cylinder and triple not cleaned.....	109
Cylinder and triple, no date.....	6
Release rod broken.....	42
Release rod missing.....	31
Release rod loose.....	49
Angle cock missing.....	9
Angle cock handle broken.....	20
Train pipes loose.....	32
Train pipes broken.....	4
Train pipe clamp missing.....	6
Hose missing.....	11
Hose leaking.....	8
Hose gasket defective.....	19
Retaining valves defective.....	9
Retaining valves missing.....	10
Retaining pipes broken.....	6
Retaining valves missing.....	18
Defective brakes.....	16
Brakes cut out, no cards.....	27
No brakes.....	22
Hand-hold broken.....	8
Hand-hold bent.....	29
Hand-hold loose.....	12
Hand-hold missing.....	10
Ladder rung bent.....	11
Ladder rung loose.....	28
Ladder rung missing.....	16
Sill steps missing.....	6
Sill steps bent.....	11
Sill steps loose.....	6
Coupler high.....	2
Coupler low.....	9
Coupler missing.....	6
Sharp flange.....	3
Flat wheels.....	5
Chipped rims.....	1

Defective Engines.

Engines inspected, 1,152; engines defective, 139.

Worn draw-bar.....	40
Uncoupling lever missing.....	2
Operating without pilot.....	2
Sharp flange on tender.....	6
Sharp flange on engine truck.....	5
Sill steps missing.....	6
Uncoupling chain disconnected.....	10
Lock block broken.....	2
Grab-iron missing.....	4

Grab-iron bent	12
Driver brakes inoperative.....	8
Without brakes	4
Coupler inoperative	6
Coupler low	20
Coupler high	7
Air pump inoperative.....	9
Flat wheels on tender.....	2

ENGINES LEAKING STEAM.

While we have a law prohibiting engines operating in train service that leak steam in sufficient volume to obstruct the view of the engine-men, I find many engines in this condition. Owing to the design of the Vauclain and Tendem compounds, as well as the Mallet articulated compounds, it is a very serious undertaking to keep them from leaking steam at all times. Too much economy, however, is largely responsible for the condition. Piston and valve stem packing renewed when the cones, valve stems and cross heads are badly worn, will not last very many miles. These engines cannot be taken out of service between terminals. When this class of power comes from the shop, after having a general repair, they are usually tight, which is evidence that they can be kept in that condition with the proper expenditure, were the mechanical department given sufficient funds to do so. The system of arbitrary appropriations prevails and is largely responsible for this condition.

TRACK CONDITIONS.

The same system of distributing funds for track repairs prevails, and not enough money is allowed to keep the track in first-class condition, particularly on branch lines. In my opinion, track that is not ballasted cannot be kept in good condition on an annual expenditure of six or eight hundred dollars per mile. While we have had no wrecks during the year caused by defective track or equipment, and the track conditions are fairly good, many branch lines and portions of main lines could be bettered by putting a little more money at the disposal of the maintenance of way department.

THE ELECTRIC HEADLIGHT AND CABOOSE LAW.

The electric headlight and caboose law passed at the last session of the legislature is being observed fairly well. One line, while expressing willingness to comply with the law, claims to have been unable to get cabooses in time to do so, owing to its shop being so congested with work. These laws are, in the opinion of the railroad employees, of great benefit to them, not only in lessening the danger of operation but in making much better the conditions of their employment.

PUGET SOUND NAVY YARD EQUIPMENT.

During October, 1908, owing to information received from train employes, I visited the United States Navy Yard at Bremerton. The

federal government during one year had fined the various railroad companies as much as \$80,000 for operating engines and cars not complying with the federal safety appliance law. The equipment in the navy yard was found without any of the legal requirements. This seemed to be very inconsistent, and, on taking the matter up with the federal safety appliance inspectors of the Interstate Commerce Commission, they informed me they were not permitted to inspect equipment used by the government. I went to Mr. Brainerd, of the Post-Intelligencer, and told him of these conditions. He kindly sent a reporter with me to Bremerton. Some photographs of the equipment were taken and an article written which was published in the Post-Intelligencer of November 30, 1908. Copies of this paper were sent by the trainmen's organization to President Roosevelt, the Interstate Commerce Commission and to the grand master of the Brotherhood of Railroad Trainmen. This resulted in the issuing of the following executive order.

EXECUTIVE ORDER.

Under authority vested in me by law, it is ordered: 1. The requirements of the act of congress relating to the use on trains of certain described and approved driving wheel and train brakes, couplers, handholds and draw-bars of required height for freight cars, approved March 2, 1903 (contained in 27 Statutes at Large, page 531), and known as "An act to promote the safety of the employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes and their locomotives with driving-wheel brakes, and for other purposes," as amended by an act approved April 1, 1896 (contained in 29 Statutes at Large, page 85), and as amended by an act approved March 2, 1903 (contained in 32 Statutes at Large, page 943), shall be extended to apply to that zone in the Republic of Panama mentioned and described in section 2 of the act of congress dated June 28, 1902, and entitled "An act to provide for the construction of a canal connecting the waters of the Atlantic and Pacific oceans," one commonly known as the "Canal Zone."

2. The various appliances for the protection of trainmen on freight train cars, with reference to running boards, ladders, sill brake shafts, roof handholds, and the position of brake shafts, as designated in the existing standards of the Master Car Builder's Association in the United States, shall be used by all carriers in the aforementioned Canal Zone.

3. The equipment and appliances required to be used in sections 1 and 2 of this order, shall be constantly and at all times maintained in good and working order, by any and all railroads engaged in the business of a common carrier and operating in the aforementioned Canal Zone.

4. In particular, sections 2 and 3 of this order shall be carefully observed and obeyed by the Panama Railroad, a carrier operating in the said Canal Zone.

5. All railroads operated and cars used by the government of the United States within navy yards, arsenals, military reservations, government wharves, and any and all other territories under the jurisdiction of the United States, shall be equipped with the safety appliances required in the safety appliance acts mentioned and described in section 1 of this order, and in the codes of rules mentioned and described in.

section 2 of this order; and said equipment and appliances shall at all times be maintained in good and working order.

6. This order shall take effect not later than six months from the date of the promulgation thereof.

THEODORE ROOSEVELT.

The White House, January 6, 1909.

This order requires all lines operating within the Canal Zone and all cars and other equipment used in government yards to be fully equipped according to the requirements of the safety appliance act of July 6, 1909. The Federal inspectors now have authority to visit the navy yard and make the same report as to the condition of equipment as is done in the railroad yards of a corporation.

OBSERVANCE OF RULES.

You will observe that many of the accidents mentioned above resulted from failure of the employes to properly observe the rules of the company. While the men violating the rules are directly responsible, it ought to be the duty of the railroad officials to know that their rules are being obeyed. If this was done, I am satisfied it would result in eliminating a great many of their present rules and in lessening the accidents and injuries to persons on the railroads of this state. Many of the eastern roads have adopted a system of efficiency tests, and I wish to call your attention to the following compilation of results.

How efficient train employes become under the efficiency test system is now indicated by the report of the result of a series of tests on the Pennsylvania railroad. There were 156,000 emergencies created, an average of 862 a day. Signals were set at "caution" or "danger" at unusual times and places. There were 24,000 block signal tests, with a record of 99.6 per cent. perfect obedience; for rules governing flagmen and the use of signals of various kinds, 23,000 tests, with 99.5 per cent. perfect; for rules about trains ahead of schedules, 53,505 tests, 99.7 per cent. perfect; for rules relating to relief of signalmen, 56,112 tests, 99.9 per cent. perfect. Such a remarkable record as this helps one to understand why passengers are enabled to travel in such perfect safety.

BACKING ENGINES.

On many lines in this state the practice prevailed of backing engines on regular runs. This matter was taken up with the railroad officials of the various companies and, while it has been lessened and facilities for turning engines have been provided at several points, there are places yet where wyes or turntables should be installed. Engines are required now to back up as far as thirty-two miles down a heavy mountain grade at all hours of the day and night. This is not fair to the employes and is a menace to their safety.

AUTOMATIC DRAW-BARS.

Some few cars on the small lines of the state were found, at the beginning of the year, not equipped with the automatic draw-bars, but

are now so equipped. This equipment was used in freight service. Passenger cars used on most of the electric lines are not now equipped with automatic draw-bars, except in a few instances, and that on new equipment recently acquired. This new equipment demonstrates conclusively that an automatic draw-bar is now on the market that will meet all the requirements of the service in which they are engaged, and this draw-bar should be applied at the earliest possible moment.

AIRBRAKE CONDITIONS.

While the equipment all over the state has improved as to airbrakes during the past year, the proper attention is still not given to terminal tests. These tests are of vital importance to safe train operation on mountain grades. The Interstate Commerce Commission, appreciating this fact, have instructed their inspectors throughout the East, on level railroads, where such a large percentage of airbrakes are not required as there are here, to make terminal tests at all divisional points, endeavoring to better the condition. Formerly these cars were permitted to leave these level lines in an indifferent condition, resulting in a burden to the road handling its equipment over the mountains. This will ultimately tend to improve brake conditions all over the country. In many yards in the West, testing plants are not provided, and these terminal tests must be made after the engine is coupled to the train. Time then becomes a factor. Tests are often made hurriedly, without getting the proper train line pressure as is required by the company rules. When tests are made with less than maximum pressure, they do not give a fair knowledge of brake conditions, and a much needed betterment would result were these proper tests insisted upon.

DELAYED PASSENGER TRAINS.

Much complaint is made by patrons of the railroad companies all over the state owing to passenger trains being late so often and the lack of definite information regarding that fact. The New York Public Service Commission have brought about a much needed betterment of conditions by requiring the railroads in that state to make a monthly report of all passenger trains more than thirty minutes late at important terminals, with the cause of such delay. The Railroad Commission of Georgia require the same report. These commissions, when trains are late, therefore ascertain the cause of such delay, and when the cause is ascertained some remedy can usually be found to improve this condition. In my opinion, a rule of this kind would result in a betterment.

SPARK-ARRESTING DEVICES.

Complaints coming to the Commission from the various insurance companies in the state as to the failure of railroad companies to give the spark-arresting devices on locomotives the proper attention, the

matter was referred to me. I called on Mr. Lee McKenzie, of Seattle, the chief surveyor for the insurance companies in the State of Washington. Accompanied by him and Mr. Wheeler, his mechanical expert, we visited a round-house and examined the construction of spark-arresting devices, together with the care exercised in their maintenance and the record kept of their condition, resulting in Mr. McKenzie writing the following letter:

NOVEMBER 4, 1909.

Washington Fire Insurance Co., Lowman Building, Seattle, Wash.:

GENTLEMEN—Am in receipt of your favor of October 29th in reference to the fact that the Railroad Commission, through their inspector, Mr. Perley, had consulted with the office regarding the adequacy of spark-arresters carried by railroad locomotives in this state. Our engineer, Mr. Wheeler, in company with Mr. Perley and the writer, made an inspection of several locomotives at the round-houses, and have come to the conclusion that Mr. Perley, of the Railroad Commission, has required of the railroad companies every precaution within reason to guard against the possible escape of sparks from locomotives. Mr. Perley seems to thoroughly appreciate the danger of fires from locomotives not properly provided with spark-arresters and has made every requirement within reason to guard against fires arising from such causes, and has required of the railroad companies a compliance with his recommendation.

Yours truly,
(Signed)

LEE MCKENZIE,
Chief Surveyor.

In this connection I wish to say that nothing has been required regarding this matter by me of the railroad companies that they had not already adopted. The various railway companies in this state are more desirous of preventing fires than any one else, because they are more vitally interested. The utmost care is and has been given spark-arresting devices. Engines are examined in some instances every trip and a record kept of their condition; also of any repairs that are made. One man handles this business exclusively, and a record is kept by him that can be seen at any time by the representatives of the insurance companies. They not only have the most modern devices, but they make every effort to keep them in first-class condition.

COMPILATION OF DEATHS AND INJURIES TO RAILROAD EMPLOYEES FROM 1893 TO JUNE 30, 1908.

The following compilation of deaths and injuries to employees during the period noted above is submitted for your information, and has shown the improvement in this regard that has taken place since the passage of the federal safety appliance law. This has been taken from the reports of the Interstate Commerce Commission.

No. 1.—Table showing number of railway employes on payrolls, June 30 of each year 1895 to 1908, inclusive. Number killed and injured and number killed and injured per thousand employed:

TOTAL NUMBER OF RAILWAY EMPLOYES.

Year.	On payrolls June 30.	Killed during year.	Injured during year.	Number killed per 1,000 employed.	Number injured per 1,000 employed.
1895	785,034	1,811	25,696	2.307	32.75
1896	826,620	1,861	29,969	2.251	36.26
1897	823,476	1,693	27,667	2.056	33.61
1898	874,558	1,958	31,761	2.239	36.32
1899	928,924	2,210	34,923	2.379	27.59
1900	1,017,653	2,550	39,643	2.506	38.96
1901	1,071,169	2,675	41,142	2.497	38.41
1902	1,189,315	2,969	50,524	2.497	42.48
1903	1,312,537	3,606	60,481	2.747	46.08
1904	1,296,121	3,632	67,067	2.802	51.75
1905	1,382,196	3,361	66,833	2.431	48.36
1906	1,521,355	3,929	76,701	2.583	50.43
1907	1,672,074	4,534	87,644	2.712	52.42
1908	1,458,244	3,470	83,867	2.380	57.17

No. 2.—Number of trainmen employed, with number killed and injured coupling and uncoupling cars for the years ending June 30th:

Year.	Number employed.	Number killed.	Number injured
1893	179,636	310	8,753
1894	180,033	181	5,539
1895	157,731	189	6,077
1896	162,876	157	6,457
1897	161,307	147	4,698
1898	170,708	182	5,290
1899	178,851	180	5,055
1900	191,198	188	3,803
1901	209,043	163	2,377
1902	225,422	141	2,457
1903	253,660	211	3,023
1904	253,834	269	3,506
1905	265,176	217	3,316
1906	285,556	266	3,590
1907	317,808	272	4,052
1908	281,645	197	3,116

The foregoing figures will indicate the vast benefits which the safety appliance law has been to railroad employes. If the accidents due to coupling and uncoupling cars had increased in the same ratio as the number of men employed has increased since 1893, in the year 1908 there would have been 486 men killed and 13,724 injured, instead of 198 killed and 3,116 injured, or a total killed and injured of 14,210 men as against 3,314 actually killed and injured in 1908 in this hazardous occupation.

No. 3.—Ratio of casualties to trainmen from coupling and uncoupling to total accidents to trainmen for the years named, ending June 30th:

Year.	Killed, per cent.	Injured, per cent.	Total killed and injured, per cent.
1893	19.78	46.87	44.33
1894	17.59	42.27	40.48
1895	18.59	41.20	39.75
1896	14.63	40.52	38.88
1897	15.16	34.06	32.80
1898	15.58	30.34	29.38
1900	13.47	21.64	21.04
1901	10.60	14.22	13.91
1902	8.42	11.51	11.29
1903	10.19	11.77	11.66
1904	12.72	11.96	12.03
1905	10.90	11.11	11.10
1906	11.52	10.26	10.34
1907	10.72	9.97	10.01
1908	10.75	8.70	8.80

MEMORANDUM.—The tables herewith will serve to indicate the beneficial operation of the safety appliance law, notwithstanding its restricted application. In its present form the effects of the law are manifested almost entirely in the accidents due to coupling and uncoupling cars, as it is to this particular function of railway operation that the terms of the law are directly applicable.

Table No. 1, herewith, shows the total number of railway employees on the pay rolls on June 30, for each year from 1895 to 1908. It will be observed that there has been a progressive increase in the number of employees killed and injured since 1895, the total number killed and injured increasing year by year as well as the number per thousand employed.

In table No. 2, the class of trainmen who are peculiarly subject to coupling accidents because of their employment, is segregated from the general class of employees. It will be noted by reference to this table that there has been a progressive decrease in the number of deaths and injuries to trainmen from coupling and uncoupling cars. This decrease has manifested itself from year to year, notwithstanding that the number of trainmen employed has constantly increased since 1897.

In table No. 3 is exhibited the ratio of casualties to trainmen from coupling and uncoupling cars to the total accidents to trainmen. This shows that of the total deaths and injuries suffered by trainmen in 1893 from all causes, 44.33 per cent. were due to coupling and uncoupling cars. This percentage has steadily decreased from year to year, and in 1908 it was but 8.8 per cent.

Another result showing the vast benefit of the existing safety appliance law may be stated as follows:

In 1893 the number of men employed in coupling and uncoupling cars (including conductors and all other trainmen, and switch tenders, crossing tenders and switchmen, but excluding engineers and firemen),

for each one killed, was 983, an increase in the factor of safety amounting to 181.66 per cent. The number employed for each one injured in 1893 was 13, while in 1908 it was 62, an increase in the factor of safety so far as injuries are concerned of 376.92 per cent. The number killed for each thousand employed in 1893 was 3, and but one in 1908, a decrease in the hazard of this service amounting to 66.67 per cent. The number injured for each thousand employed in this service in 1893 was 77; in 1908 it was 16, a decrease in this hazard amounting to 79.22 per cent.

These tables show that while the number of deaths and injuries to trainmen in all accidents and in all other accidents than coupling have progressively increased, the deaths and injuries to trainmen from coupling accidents have progressively decreased.

It may be noted in this connection that the duties of trainmen are each year becoming more severe and exacting. The number of tons carried by the railroads for each trainman employed in 1893 was 5,085, while in 1908 it was 7,358, an increase of 2,273 tons per man. The average number of tons in a train in 1893 was 184, while in 1908 it was 352, an increase of 168 tons per train. The number of freight cars for each trainman employed in 1893 was 8; in 1908 it was 10, an increase of two cars per man. This increase in weight of trains, number of tons and number of cars per man employed has been accompanied by a decrease in the number of train miles for each trainman which in 1903 was 5,764, while in 1908 it was 5,420, a decrease of 344 train miles run for each trainman employed. This indicates that by reason of heavier and longer trains, the task of getting the trains over the road has become more exacting and the men are not able to run as many miles in the same length of time as formerly.

TOO FEW MEN ON PASSENGER TRAINS.

Some of the heavier passenger trains in this state are being operated with only one brakeman. This, in my opinion, is not sufficient. When trains with nine, ten and eleven coaches have only one brakeman, exigencies often occur in which the public are compelled to run additional risks. I have instances where passenger trains of twelve cars have been compelled to "double" a heavy grade. The one brakeman on this train went up the hill with the engine and five coaches, while the conductor went out to flag following trains, thus leaving five coaches loaded with people standing on this grade without any trainman in charge. Hand brakes on modern vestibuled equipment are not very effective as a rule, and but few passengers are familiar with their operation. It seems to me there ought to be two brakemen on all heavy passenger trains.

MASTER CAR BUILDERS' CONVENTION.

During June last I attended the convention of the Master Mechanics and Master Car Builders' Convention at Atlantic City, New

Jersey. Nearly all the large railroad systems of the country had their mechanical representatives in attendance. The railroad supply houses had every conceivable thing on exhibit used in the mechanical departments of railroads. Matters pertaining to the mechanical operation and construction of engines and cars were discussed by some of the most eminent railroad master mechanics in the country. The results of tests costing thousands of dollars and consuming months of time were ascertained. Much valuable and necessary information is obtained by attending conventions of this character. The state railway inspector does most of his business with the mechanical men on railroads. The benefits resulting from attending conventions of this character give him more confidence in the performance of his duties.

REMARKS.

In conclusion I desire to say that in every instance where matters tending to better the service have been brought to the attention of the railroad officials every disposition has been shown to at least attempt to better the conditions. We have had no wrecks in the state during the past year that could be attributed to defective track or equipment. But two passengers have been killed during the year, even though the passenger business has been far above the normal. One of these deaths was caused by the man jumping from the train in order to save a walk of a half mile, and the other can be attributed to the mental aberration of a brakeman. Many matters have been investigated that cannot be covered in a report of this character, but records of the same are on file in the office. I trust this report will meet your approval.

Respectfully submitted,

A. W. PERLEY,
Inspector of Tracks and Safety Appliances.

OPINIONS BY THE ATTORNEY GENERAL.

The following opinions have been received from the Attorney General's office during the year 1909, relative to powers and duties of the Railroad Commission:

SUBURBAN AND INTERURBAN LINES.

[Opinion of Assistant Attorney General J. B. Alexander, rendered January 13, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

On December 11, 1909, this office received your communication asking our opinion as to whether the Pacific Traction Company's roads operating in and out from Tacoma come under the provisions of the Railroad Commission Law. On December 17th I wrote you asking information as to facts involved, and am now in receipt of your favor of January 6th, enclosing copy of a letter of the Pacific Traction Company, under date of January 4th, giving the data which I had requested from you.

Section 22 of the Railway Commission Act of 1905 reads as follows:

"The term 'road,' 'railroad,' 'railroad companies,' 'railroad corporations,' as used herein, shall be taken to mean and embrace all corporations, companies, individuals and association of individuals, their lessees or receivers, owning or operating any railroad or part of a railroad in this state: *Provided, however,* That the provision of this act shall not apply to street railroads or to electric railroads or to electric railroads of the class known as suburban or interurban railroads which operate cars in connection with street railroad lines, though extending also over private right-of-way, and 'express company' shall mean all such corporations, companies and association of individuals, their lessees or receivers, as shall do the business of express companies on any railroad in this state."

This section was amended by the Legislature of 1907, which amendment, so far as relates to the question under inquiry, reads as follows:

"The term 'road,' 'railroad,' 'railroad companies,' 'railroad corporations,' as used herein, shall be taken to mean and embrace all corporations, companies, individuals and associations of individuals, their lessees or receivers, owning or operating any railroad or part of railroad in this state: *Provided, however,* That the provisions of this act shall not apply to street railroads. 'Express companies' shall mean all such corporations, companies and association of individuals, their lessees or receivers as shall do the business of express companies on any railroad in this state."

From these sections it is clear that the Legislature intended to make a distinction between "railroads" when used in the sense of a commercial road running from different parts of the state, and conducting a general common carrier business for freight and passengers, and other classes of railroads, such as strictly street cars or street railroads; and also that there is a further subdivision recognized, namely: between "street railroads" and "suburban or interurban railroads." The law of 1905 exempted from the jurisdiction of the Railroad Commission both street railroad lines and suburban and interurban railroads. The Legislature of 1907 exempted only from the provisions of the act "street railroads," and by implication leaving suburban and interurban lines subject to the jurisdiction of the Commission.

Therefore, our inquiry narrows itself down to the question of what is a street railroad; and, secondly, does the Pacific Traction Company fall within or without the definition of a street railroad?

An investigation of the articles of incorporation on file in the office of the Secretary of State shows that in March, 1905, the Pacific Traction Company organized as a Washington corporation under the general Incorporation Act of this state; that the purposes for which the corporation was formed were, among other things, as follows: To construct, equip, maintain and operate transportation lines within and between the cities of Tacoma and Olympia, with branches either on land or water, using as motive power either steam, electricity, or other motive power that should be found safe and feasible. Briefly stated, other purposes were to acquire franchises, build docks, piers, etc., acquire and generate power for lighting, heating or general power purposes, and, generally speaking, to exercise all proper incidental powers.

It further appears that in July, 1907, the above named Pacific Traction Company, by amending its articles of incorporation, changed its name to the Pacific Development Company. Its purposes and powers, however, remained the same.

It further appears that in July, 1907, the Pacific Traction Company, a corporation organized under the laws of the State of Maine, filed its articles with the secretary of this state, and we are advised, and for the purposes of this opinion will assume, that the Pacific Traction Company, the foreign corporation of Maine, was the successor in interest and took over the properties of the domestic corporation above mentioned and is now the operating company concerning which your inquiry is made.

The purposes of the Pacific Traction Company, as expressed in its articles of incorporation, are broad and comprehensive. Among other things, the corporation is empowered to manufacture railway cars and all other vehicles for transportation of passengers and freight; to purchase and otherwise acquire and maintain urban and interurban railroads and street railways for transportation of persons and merchandise, and to operate by electricity; also to manufacture, generate,

sell, etc., electricity for power, light or heat; and to acquire franchises for street railway companies or railroads operating by electricity. The other powers of the company are either an enlargement upon or powers incidental to the above.

The data which has been submitted by the company shows that the Tacoma Traction Company is an electric line, the termini of which are on the north, Ninth and Commerce streets in the city of Tacoma, and on the south, Lake City, in Pierce county, Washington, which is several miles outside the limits of the city of Tacoma, and that a branch line is maintained running from the main line east and terminating at the gate of the grounds of the Western Washington Hospital for the Insane, near Steilacoom, which is a number of miles distant from the city limits of Tacoma; that approximately the mileage within the city limits of Tacoma is 6.26 miles, and beyond the city limits of Tacoma the mileage is 10.06 miles. The Asylum branch of the road runs on the public highway through the town of Custer, and again emerges onto and follows the county road for about one-half mile before reaching the terminal at the Asylum gate. Practically all the remainder of the line outside of the city limits runs on private right-of-way, acquired by purchase. Outside the city limits of Tacoma there are five stations on the company's lines, of which none are incorporated municipalities, and the company handles parcel express, as well as passengers, between all of the above points. The company carries parcel express from points within to points without the city of Tacoma, charging on the basis of ten cents per package of one hundred pounds maximum weight, and the company switches cars of freight for the steam railways connecting with it at a minimum charge therefor of six dollars per cargo of 30,000 pounds, with two cents per cwt. added for all weight in excess thereof.

If further appears that the charges for passenger service are dependent upon distance. The rate schedule so divides the line that a larger fare is charged for transportation over the entire line, or more than one division thereof, than if such travel were within the city limits of Tacoma. The company has no freight depots whatever, but has shelter stations for passengers at three points within the city of Tacoma, and seven points without the city of Tacoma. The company has a car devoted exclusively to freight service, but does not maintain a regular freight schedule, said car being only used occasionally when conditions require.

Such being the facts, the inquiry is whether this company is a street railway within the meaning of the proviso of section 22 of the Railway Commission Law, as amended by the Legislature of 1907. (Laws of 1907, p. 554).

In the case of *Williams v. Street Railway Co.*, 41 Federal 556, is found a definition, or rather the distinction between street railroads and railroads for general traffic, and the definition given in this case

has been cited and approved in a number of other authorities. We, therefore, quote the same here.

"The difference between street railroads and railroads for general traffic is well understood. The difference consists in their use, and not in their motive power. A railroad, the rails of which are laid to conform to the grade and surface of the street, and which is otherwise constructed so that the public is not excluded from the use of any part of the street as a public highway; which runs at a moderate rate of speed, compared to the speed of traffic railroads; which carries no freight, but only passengers, from one part of a thickly populated district to another, in a town or city and its suburbs, and for that purpose runs its cars at short intervals, stopping at the street crossings to receive and discharge its passengers, is a street railroad, whether the cars are propelled by animal or mechanical power."

In the case of *Diebold v. Kentucky Traction Co.*, Vol. 2, Street Railway Reports, page 294, the court considered the distinction between ordinary street railways and commercial railways, as used in the constitution and laws of the State of Kentucky, and in this decision quotes from a number of authorities. In its opinion the court says:

"The term 'street railway,' as used in section 163 of the State Constitution, means, and can only mean, applying to it a common-sense interpretation, those street railroads which, before the introduction of electricity, used mules and horses as motor power for drawing the street cars over its street-car tracks, for the use and convenience of the local public in a municipality—those street cars that run along the streets of a city, picking up passengers here and there, and putting them off at street crossings, and at the termini of the street-car companies' tracks within the municipality. They were created and organized and operated, and such was their character, as defined in their charters, strictly and exclusively for the local convenience of those persons or passengers whose pleasure or business prompted them to go from point to point within the city."

The distinction, as stated by Lewis in his work on Eminent Domain (Vol. 1, Sec. 110a), is also quoted by the court with approval:

"There has been a general concurrence, however, in embracing all railroads in two divisions or classes: (1) Commercial railroads; (2) street railroads. Commercial railroads embrace all railroads for general freight and passenger traffic between one town and another, or between one place and another. They are usually ~~not~~ constructed upon the public streets or highways, except for ~~short~~ distances. Street railroads embrace all such as are constructed and are operated in the public streets, for the purpose of conveying passengers, with their ordinary hand luggage, from ~~one~~ point to another on the street."

In the ~~case~~ of *City of Aurora v. Traction Co.*, reported in Vol. 5, Street Railway Reports, page 178, the court, in its opinion, uses the following expressions:

"The chief characteristic of a street railway is that it is built upon and passes along streets and avenues for the convenience of those moving from place to place thereon. Its fundamental purpose is to accommodate street travel, and not travel to or from points beyond the city's lines. (Here follow citations). Commercial railroads embrace all railroads for general freight and passenger traffic between one town and another, and street railways embrace all such as are constructed and

operated in the public streets for the purpose of carrying passengers with the ordinary luggage from one place to another on the street * **

In the case of *Minn. & St. Paul S. Railway Co. v. Manitou F. Syn.*, and other cases reported under the same title, found in Vol. 5, Street Railway Reports, page 531, *et seq.*, is the following summing up of cases there referred to:

"These cases, and the authorities generally, clearly show that, while the reasoning varies somewhat according to the statutes in force in the different states, the distinction between the two classes of roads is well defined. The difference does not depend upon the motive power employed, not alone upon the character or the car, rails or equipment. The essential and predominant distinction is that the street railway is operated upon the street in aid of the street as a highway. A street railway is an improvement on the coach or omnibus, and is operated for the use and benefit of persons desiring to be transported along the street. It is local and under the special control of the municipality. A commercial railroad gathers its business at termini and operates from place to place."

These quotations, and also other authorities referred to in the cases quoted, are so expressive of the views which we entertain that but little comment is required to fit such authorities to the facts of the present case.

By the articles of incorporation above referred to it appears that the purposes and powers of the present company are not specifically limited or directed to the conducting of a strictly street-car business, as the term is used in the above definitions. The principal purposes would seem to be the conducting of a general passenger business and incidental freight business, which is, in a large part, at least, suburban and intended to be interurban. As seen from the above authorities, the character of the motive power is not the chief determining factor, and, therefore, the fact that this company operates by electricity would not stamp it particularly as a "street railway" company. The fact that the company's lines in a large part do not run over street or public highways, but over rights-of-way acquired by purchase, would be one of the indications that it should not be classed as a street railway. We may assume that the company has a franchise to operate upon the streets of the city of Tacoma, but we may also assume that it has a franchise, or other official authority, from the county commissioners, where it operates upon highways outside of the city limits. The chief reason, however, for considering that this company does not fall within the definition of a street railway is that it is not primarily operated to serve the local traffic in the city of Tacoma from street to street, but does a more extended business outside the city of Tacoma, from within to points without the city of Tacoma, and charges for through haul more than for strictly street carriage, and also that its right-of-way over a considerable portion of its line is so located and constructed that the public is excluded therefrom. It is not a line which transports passengers from one part of a thickly populated district to another part in the same town, but, in

a common and generally accepted use of the term, is a commercial railway (whether called suburban or interurban), and not a street railway.

In view of the above, and in view of the particular language used in section 22 of the Railway Commission Act, both before and after its amendment in 1907, I am of the opinion that this company is not a "street railway" within the meaning of the Railroad Commission Law, and it follows, therefore, that the lines of such company are within the jurisdiction of the Railway Commission to regulate under the provisions of the Railway Commission Law.

It is not material to the present inquiry to determine whether the Commission would have the authority to regulate rates and fares of the company on strictly local city business; but with reference to reporting to the Commission, I am of the opinion that the scope and provisions of the Commission Act clearly indicate that the Commission may require the company to report concerning its entire line of road and its entire business.

ELECTRIC HEADLIGHTS.

[Opinion of Attorney General W. P. Bell, rendered June 15, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

A portion of Sec. 24 of Chapter 93 of the Session Laws of 1909 reads as follows:

"All locomotives used in moving passenger trains * * * shall be equipped with an electric headlight of approved design and capacity, and it shall be unlawful to operate any locomotive on a passenger train * * * not so equipped after September 1, 1909, or any locomotive, in main line service, not so equipped after February 1, 1911, except as permitted by the Railroad Commission of Washington so to do."

You ask if this exception applies to passenger locomotives as well as any other locomotives used on the main line.

It is the opinion of this office that the exception applies to all locomotives, and that it is in the power of the Railroad Commission to permit the use of other than electric headlights upon locomotives on passenger trains as well as locomotives used in operating any other trains.

LEASING OF RIGHT-OF-WAY FOR WAREHOUSE PURPOSES.

[Opinion of Assistant Attorney General W. V. Tanner, rendered June 22, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

Your letter of the 18th inst. presents but one question of law, viz: May a railroad company, as a condition to leasing a part of its right-of-way for warehouse purposes, require the lessee to enter into an agreement to save such railway harmless from all damages by fire or otherwise, and even though such damages be the direct result of its own negligence or that of its agents and employees. This question must be answered in the affirmative. This point was directly before

the supreme court of the United States in the case of *Hartford Fire Insurance Co. v. Chicago etc. Railway*, 175 U. S., p. 91, where the company in the instrument leasing a strip of land upon its right-of-way to be used for a storage warehouse inserted a stipulation by which the company was exempted from any liability for damages caused by fire emitted from its locomotive engines, even caused by the negligence of the company or its servants. The stipulation was held to be valid. In disposing of the question, the court say:

"A railroad corporation holds its station grounds, railroad tracks and right-of-way for the public use for which it is incorporated, yet as its private property and to be occupied by itself or by others in a manner which it may consider best fitted to promote or not to interfere with the public use. It may in its discretion permit them to be occupied by others with structures convenient for receiving and delivering of freight upon its railroad so long as a free and safe passage was left for the carriage of freight and passengers. * * * But it is not obliged and cannot even be compelled by statute against its will to permit private persons or partnerships to erect and maintain elevators, warehouses or similar structures for their own benefit upon the line of the railroad company. In the case at bar no one had the right to put a warehouse or other building upon the land of the railroad corporation without its consent; and the corporation was under no obligation to the public or to the partnership to permit the latter to do so. In granting and receiving the license from the corporation to the partnership to place and maintain a cold-storage warehouse upon a strip of such land by the side of the railroad track, and in erecting the warehouse thereon, both parties knew that its proximity to the track must increase the risk of damages, whether by accident or negligence, to the warehouse and its contents by fire set by sparks from the locomotive engines or by trains of cars running off the track. The principal consideration expressed in their contract for the license to build and maintain a warehouse on this strip of land was the stipulation exempting the railroad company from liability to the licensee for any such damage, and the public had no interest in the question which of the parties to the contract should be ultimately responsible for such damages to property placed on the land of the corporation by its consent only."

Many other cases might be cited to the same effect: 2 Thompson on Negligence, Sec. 2237; 13 Ency. of Law (2d ed), page 427.

The insertion of such a condition in a lease, however, would not prevent the owner of grain stored in a warehouse from recovering from the railroad company any damage for its loss or injury occasioned by the negligence of the railroad company, but such loss would ultimately fall on the warehouseman under the terms of his lease, and in order to protect himself the warehouseman would be required to do so by special agreement with the owner of the grain.

DRINKING IN PUBLIC CONVEYANCES.

[Opinion of Attorney General W. P. Bell, rendered August 31, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

Replying to yours of the 18th inst., will say, that in the opinion of this office, under the law creating the Railroad Commission of Washington and defining its powers and duties, it is not made the

duty of said Commission to enforce sections 441 and 442 of the criminal code of 1909. Under the law, these provisions are enforced by criminal action, and under the law creating your Commission, all orders are enforced by civil action; and I am therefore of the opinion that it was not the intention of the Legislature to make it the duty of the Railroad Commission to enforce said sections.

GRADE CROSSINGS IN CITIES AND TOWNS.

[Opinion of Attorney General W. P. Bell, rendered August 31, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

In yours of the 21st inst. you ask for a construction of the law as requested by Mr. Farquhar in his communication to you of the 20th inst. He first says:

"What I want to know is whether the Commission has any jurisdiction in the matter of streets, highways and railway crossings within cities of the third class."

The Commission has authority to refuse or consent to grade crossings for interurban roads and steam railroads over and across streets in cities of the third class, but has no jurisdiction as to street railways or street crossings other than as above stated. The Commission has no authority over crossings in cities framing their own charters. Mr. Farquhar further states that he has a franchise from the County Commissioners to build or construct an interurban road from Cle Elum to Roslyn and to Cle Elum Lake, a distance of about fifteen miles in all, and asks, "Is the law retroactive?" I suppose he means by this, can the Legislature pass a law regulating crossings, etc., after the County Commissioners have granted a franchise for that purpose.

The construction of crossings and building of fences along the lines, and such matters, come within the police power of the state, and any public corporation or *quasi* public corporation who accepts a franchise takes the same subject to this power; and the Legislature at any time can provide by subsequent law any reasonable regulation for the safety of the patrons of the road or people who are compelled to cross the road. Mr. Farquhar seems to think that there is a conflict between the law giving the commissioners the right to grant a franchise and providing that grade crossings shall not be constructed without the consent of the Railroad Commission.

There is no conflict in these laws, in my judgment. The County Commissioners give the right to construct and operate an interurban line along and across the county roads; and if in so doing it is necessary to cross another highway, or cross a railway, or another interurban road, and it is desired to cross at grade, it becomes necessary then for him to secure the consent of the Railroad Commission, as provided in chapter 162 of the Laws of 1909.

It is, therefore, my opinion that the towns of Roslyn and Cle Elum and the County Commissioners of Kittitas county had the right and power to grant to Mr. Farquhar the franchise to construct the inter-

urban line he mentions, but that it is necessary for him to secure the consent of the Railroad Commission if he desires to cross any highway or any other railway on grade.

CROSSINGS OF INTERURBAN RAILWAYS.

[Opinion of Assistant Attorney General W. V. Tanner, rendered September 9, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

We are in receipt of your request for an opinion as to whether it is necessary for a proposed interurban railway between the towns of Cle Elum and Roslyn to secure the consent of the Railroad Commission for the crossing of streets within the corporate limits of these towns at grade, under chapter 162 of the Laws of 1909.

By an opinion of date August 31, 1909, you were advised by the Attorney General that chapter 162, *supra*, applied to interurban railroads, and also that your jurisdiction extended to street crossings in cities and towns other than those framing their own charters. While an interurban railroad, so-called, is generally operated by electric power, the character of the road does not depend upon the motive power used, but rather upon the nature of the business of the road. The distinction between interurban or suburban roads and street railways was pointed out very clearly in the opinion of Assistant Attorney General Alexander, of date January 13, 1909. A railway which from the nature of its business may be classed as an interurban road, does not lose its character as such upon entering the corporate limits of a city or town, even though operated by the same motive power as a street railway. You are therefore advised that an interurban railway must first obtain the consent of the Railroad Commission before it may cross at grade any existing street or highway, whether within or without the limits of an incorporated city or town, except in cities framing their own charters.

CONSENT OF COMMISSION FOR CONSTRUCTION OF CROSSINGS.

[Opinion of Assistant Attorney General W. V. Tanner, rendered November 8, 1909, to the Railroad Commission of Washington, Olympia, Washington.]

You have referred to chapter 162 of the Laws of 1909, relating to the right of railroads to cross other railroads and highways at grade, and requested the opinion of the Attorney General as to whether it is necessary, when a plat is presented to the Board of County Commissioners for recording, that the consent of the Railroad Commission be secured to the construction of crossings at grade across the line of a railway within the limits of such plat.

Section 1 of the act above referred to provides that "all highways and extensions of highways hereafter laid out and constructed shall cross railroads either by passing over or under such railroads, and shall not cross at grade," without first obtaining the consent of the Railroad Commission authorizing the same to be done.

In section 2 it is provided that "whenever the County Commissioners of any county or the municipal authorities of any city or town desire to lay out or extend any highway over and across any established and existing railroad at grade, they shall file with the Railroad Commission of Washington their petition in writing, setting forth the objections and difficulties of making such crossing either above or below the grade of such railroad. It is further provided that it shall be the duty of the Railroad Commission to investigate the conditions and determine whether the crossing shall be made at grade or above or below grade. You are advised that the consent of the Commission is not a condition precedent to the approval of the plat by the Board of County Commissioners, or the filing or recording of the same. In our opinion, the words of the statute, "lay out and construct," apply to the opening of the highway across the railroad. If the highway is to be opened coincident with the filing of the plat, then application must be made to the Railroad Commission at that time. If, on the other hand, the opening of the highway is deferred until some later date, all that is required is that the consent of the Commission must be obtained to a grade crossing before the highway is actually opened for public travel.

MILEAGE AND VALUATION OF RAILROADS BY COUNTIES*

Statement showing mileage and aggregate assessed valuation, by counties, of steam railroads in State of Washington, as revised, corrected and equalized by the State Board of Equalization; also actual value for year 1909.

NAME.	LENGTH OF TRACK.		Aggregate value of railroads as revised, corrected and equalized by State Board of Equalization.	Actual value.
	Main track. (Miles)	Side tracks. (Miles)		
ADAMS:				
Northern Pacific Ry.....	57.509	18.494	\$2,340,898	\$5,928,547
Oregon Railroad & Navigation Co....	9.800	0.850	122,187	309,265
Totals.....	66.809	19.844	\$2,462,580	\$6,232,802
BENTON:				
Northern Pacific Ry.....	43.787	10.890	\$1,875,808	\$4,442,936
Spokane, Portland & Seattle Ry.....	64.594	10.908	1,597,295	3,783,266
Totals.....	108.881	21.298	\$3,473,103	\$8,226,202
CHEHALIS:				
Northern Pacific Ry.....	97.718	24.480	\$797,768	\$3,406,354
CHELAN:				
Great Northern Ry.....	64.976	23.540	\$2,853,044	\$6,807,550
Wenatchee Valley & Northern Ry....	11.000	1.000	89,612	94,519
Totals.....	75.976	24.540	\$2,892,656	\$6,902,069
CLARKE:				
Northern Pacific Ry.....	46.262	11.616	\$670,681	\$1,612,989
Spokane, Portland & Seattle Ry.....	22.483	11.724	584,886	1,406,658
Totals.....	68.745	23.340	\$1,255,567	\$3,019,642
COLUMBIA:				
Northern Pacific Ry.....	8.183	2.359	\$147,307	\$288,330
Oregon Railroad & Navigation Co....	66.050	11.200	1,245,895	\$2,438,628
Pullman Car Co. (equipment).....			795	1,557
Totals.....	74.233	13.559	\$1,393,997	\$2,728,515
COWLITZ:				
Northern Pacific Ry.....	40.786	7.898	\$1,389,123	\$3,351,161
DOUGLAS:				
Great Northern Ry.....	15.065	2.660	\$648,875	\$1,581,117
FERRY:				
Great Northern Ry.....	68.678	18.099	\$1,263,263	\$2,105,439
Spokane & British Col.....	36.800	1.460	92,001	153,336
Totals.....	104.978	19.559	\$1,355,264	\$2,258,775

*Furnished to the Railroad Commission by the Tax Commission.

MILEAGE AND VALUATION OF RAILROADS, BY COUNTIES—CONTINUED.

NAME.	LENGTH OF TRACK.		Aggregate value of railroads as revised, corrected and equalized by State Board of Equalization.	Actual value.
	Main track. (Miles.)	Side tracks. (Miles.)		
FRANKLIN:				
Northern Pacific Ry.....	45.972	83.892	\$1,593,590	\$4,884,918
Oregon Railroad & Navigation Co.....	28.660	1.600	812,126	946,983
Totals.....	74.622	85.192	\$1,905,716	\$5,781,901
GARFIELD:				
Oregon Railroad & Navigation Co.....	16.060	1.750	\$239,119	\$585,802
GRANT:				
Northern Pacific Ry.....	40.105	3.466	\$560,980	\$1,832,810
Great Northern Ry.....	57.560	12.026	2,475,529	5,891,518
Totals.....	97.665	15.492	\$3,036,509	\$7,214,828
JEFFERSON:				
Northern Pacific Ry.....	26.400	0.910	\$297,583	\$863,747
KING:				
Northern Pacific Ry.....	221.648	126.447	\$8,459,700	\$17,716,652
Great Northern Ry.....	52.366	40.175	2,790,676	5,884,847
Columbia & Puget Sound R. R.....	57.983	21.494	1,918,976	4,018,798
Seattle & Southeastern Ry.....	4.750	0.750	41,066	86,008
Canadian Pacific (equipment).....			8,275	6,858
Totals.....	336.747	188.866	\$13,212,693	\$27,672,658
KITTITAS:				
Northern Pacific Ry.....	78.549	59.004	\$3,628,102	\$8,256,947
Klickitat:				
Spokane, Portland & Seattle.....	184.776	25.969	\$2,413,707	\$5,827,894
LEWIS:				
Northern Pacific Ry.....	58.694	19.678	\$1,862,096	\$4,048,084
Tacoma Eastern R. R.....	15.850	1.437	157,450	342,285
Oregon & Washington R. R.....	1.997		15,304	33,269
Totals.....	76.541	21.115	\$2,034,850	\$4,423,638
LINCOLN:				
Northern Pacific Ry.....	100.614	12.909	\$1,809,215	\$4,510,625
Great Northern Ry.....	64.086	10.074	2,604,084	6,492,556
Totals.....	164.700	22.983	\$4,413,299	\$11,002,991
MASON:				
Northern Pacific Ry.....	0.825	0.090	\$11,789	\$27,608
Peninsular Ry.....	17.000	2.000	100,878	236,228
Port Blakely Ry.....	26.460	8.000	96,015	224,807
Totals.....	44.285	5.090	\$208,677	\$488,638
OKANOGAN:				
Great Northern Ry.....	48.480	9.907	\$833,857	\$1,458,302
PACIFIC:				
Northern Pacific Ry.....	30.493	6.624	\$324,386	\$1,052,989
Iiwaco Ry.....	28.650	2.700	\$141,057	\$457,086
Totals.....	59.143	9.324	\$465,993	\$1,510,025
PIEBCE:				
Northern Pacific Ry.....	121.679	114.740	\$4,189,785	\$9,212,369
Tacoma Eastern R. R.....	76.063	16.654	716,801	1,576,080
Totals.....	197.732	131.394	\$4,906,586	\$10,788,449

MILEAGE AND VALUATION OF RAILROADS BY COUNTIES—CONTINUED.

NAME.	LENGTH OF TRACK.		Aggregate value of railroads as revised, corrected and equalized by State Board of Equalization.	Actual value.
	Main track. (Miles.)	Side tracks. (Miles.)		
SKAGIT:				
Northern Pacific Ry	28.713	9.144	\$850,732	\$2,965,984
Great Northern Ry	81.042	83.891	1,828,693	4,616,727
Puget Sound & Baker River	21.107	1.259	50,967	177,093
Canadian Pacific (equipment)			2,881	10,184
Totals	130.862	44.794	\$2,233,823	\$7,759,988
SKAMANIA:				
Oregon Railroad & Navigation Co.	2.500		\$41,220	\$81,850
Spokane, Portland & Seattle	40.288	5.688	1,181,439	2,345,988
Totals	42.788	5.688	\$1,222,659	\$2,427,838
SNOHOMISH:				
Northern Pacific Ry	124.149	82.268	\$3,397,545	\$7,201,243
Great Northern Ry	91.610	36.106	4,551,587	9,647,238
Marysville & Northern	11.000	2.000	47,888	101,491
Canadian Pacific (equipment)			6,745	14,296
Totals	226.759	70.373	\$8,008,740	\$16,964,268
SPOKANE:				
Northern Pacific Ry	108.552	48.083	\$3,975,426	\$7,706,810
Great Northern Ry	75.114	48.051	3,621,860	7,020,470
Oregon Railroad & Navigation Co.	51.800	14.900	1,516,644	2,939,802
Spokane International	18.500	5.427	154,658	299,788
Pullman Car Co. (equipment)			2,984	5,687
Totals	248.666	116.411	\$9,271,522	\$17,971,552
STEVENS:				
Great Northern Ry	186.094	22.079	\$1,916,882	\$5,114,444
Idaho & Washington Northern	9.672	1.183	81,424	217,303
Totals	145.766	23.212	\$1,997,806	\$5,331,747
THURSTON:				
Northern Pacific Ry	80.782	14.671	\$1,752,104	\$4,380,261
Oregon & Washington Ry	4.015		26,755	66,888
Black Hill & Northwestern	11.500	3.500	36,566	91,416
Totals	96.297	18.171	\$1,815,425	\$4,538,565
WALLA WALLA:				
Northern Pacific Ry	126.157	16.762	\$1,801,020	\$4,250,697
Oregon Railroad & Navigation Co.	186.700	18.650	3,286,202	7,755,965
Pullman Car Co. (equipment)			4,066	9,597
Totals	262.857	35.412	\$5,091,288	\$12,016,259
WHATCOM:				
Northern Pacific Ry	51.695	9.688	\$1,533,098	\$3,687,994
Great Northern Ry	81.828	11.588	1,386,219	3,334,662
Bellingham Bay & British Col. Ry.	49.470	19.782	461,268	1,109,618
Canadian Pacific (equipment)			4,076	9,804
Totals	132.993	40.896	\$3,384,661	\$8,142,078
WHITMAN:				
Northern Pacific Ry	85.227	14.208	\$928,940	\$2,900,221
Oregon Railroad & Navigation Co.	265.450	31.650	4,010,792	12,521,985
Washington, Idaho & Montana	8.137	2.498	28,697	89,595
Pullman Car Co. (equipment)			4,040	12,614
Totals	358.814	48.351	4,972,469	\$15,524,416

MILEAGE AND VALUATION OF RAILROADS BY COUNTIES — CONCLUDED.

NAME.	LENGTH OF TRACK.		Aggregate value of railroads as revised, corrected and equalized by State Board of Equalization.	Actual value.
	Main track. (Miles.)	Side tracks. (Miles.)		
YAKIMA:				
Northern Pacific Ry	75.708	28.386	\$3,186,790	\$6,527,684
North Yakima & Valley Ry	18.600	0.750	76,883	157,482
Totals	89.308	29.086	3,263,673	6,685,116
Grand Totals	8,788.381	1,115.010	\$94,567,690	\$220,842,729

LIST OF LOGGING ROADS IN THE STATE OF WASHINGTON,
YEAR 1909.

	Counties.	Miles.	Total mile- age by coun- ties.
Chehalis County Logging and Timber Co.....	Chehalis	5.00	
Clemons Logging Co.....	Chehalis	3.	
Coats Logging Co.....	Chehalis	5.00	
Hewitt Logging Co.....	Chehalis	2.5	
Lytle Log and Mercantile Co.....	Chehalis	6.	
Polson Logging Co.....	Chehalis	32.	
Simpson Logging Co.....	Chehalis	3.5	
S. E. Slade Lumber Co.....	Chehalis		
White Star Lumber Co.....	Chehalis		57.00
Sara Logging Co.....	Clarke.....	8.5	8.5
S. J. Beck Logging Co.....	Cowlitz	1.75	
Clarke Creek Logging Co.....	Cowlitz	3.	
Eastern and Western Lumber Co.....	Cowlitz	11.	
Iuman and Polson Logging Co.....	Cowlitz	7.	
Hammond Lumber Co.....	Cowlitz	5.5	
Oak Point Piling and Lumber Co.....	Cowlitz	8.5	
Ostrander Railway and Timber Co.....	Cowlitz	9.	
J. F. Rea Logging Co.....	Cowlitz	3.	
Shebelin Railroad Co.....	Cowlitz	1.5	
Silver Lake Railway and Lumber Co.....	Cowlitz	7.	57.25
Gardner Timber and Land Co.....	Jefferson.....	2.	
Hall and Bishop Logging Road.....	Jefferson.....	2.	
Izette Lumber Co.....	Jefferson.....	4.5	8.50
Bennett Logging Co.....	King.....	4.75	
Campbell Lumber Co.....	King.....	6.25	
Cedar River Mill Co.....	King.....	0.5	
Cherry Valley Logging Co.....	King.....	11.25	
Covington Lumber Co.....	King.....	6.	
Hewitt-Lee Lumber Co.....	King.....	5.	
Kent Lumber Co.....	King.....	3.25	
May Creek Logging Co.....	King.....	4.5	
Morgan Lumber Co.....	King.....	3.25	
Northwest Lumber Co.....	King.....	2.5	
North Bend Lumber Co.....	King.....	1.25	
Peterson, Robt. W.....	King.....	4.25	
Page Lumber Co.....	King.....	4.	
Seattle Southeastern Ry.....	King.....	5.5	
Skykomish Lumber Co.....	King.....	7.	
South Fork Lumber Co.....	King.....	0.75	
Taylor Mill Co.....	King.....	2.	
Washington Timber and Lumber Co.....	King.....	3.	
Weeks & Company.....	King.....	5.25	
White River Lumber Co.....	King.....	3.	83.25
Moe Bros.....	Kitsap.....	3.	
Rainier Logging Co.....	Kitsap.....	1.	
Riverside Timber Co.....	Kitsap.....	4.	
Seattle Lumber Co.....	Kitsap.....	3.	11.00
Adna Lumber Co.....	Lewis.....	1.5	
J. R. Cain Lumber Co.....	Lewis.....	1.5	
Chehalis Lumber Co.....	Lewis.....	2.	
Chehalis Shingle & Lumber Co.....	Lewis.....	0.5	
Chehalis River Lumber Co.....	Lewis.....	1.5	
Coal Creek Lumber Co.....	Lewis.....	2.	
Dittmar, Wm. H.....	Lewis.....	0.5	
Doty Lumber & Shingle Co.....	Lewis.....	3.	
Eagle Mill Co.....	Lewis.....	0.75	
Hammond Lumber Co.....	Lewis.....	1.25	
Hawkins, H. A.....	Lewis.....	1.	
Leudinghaus Bros.....	Lewis.....	1.5	
Lincoln Creek Lumber Co.....	Lewis.....	2.5	
McCormick Lumber Co.....	Lewis.....	4.	
H. H. Martin Lumber Co.....	Lewis.....	2.	

LIST OF LOGGING ROADS IN THE STATE—CONTINUED.

	Counties.	Miles.	Total mile- age by counties.
Napavine Lumber Co.	Lewis	0.5	
Newaukum Mill Co.	Lewis	1.	
O'Connell Lumber Co.	Lewis	2.5	
Pitcher, H.	Lewis	3.5	
Salzer Valley Lumber Co.	Lewis	2.5	
Sommerville Bros.	Lewis	3.5	
J. A. Veness Lumber Co.	Lewis	3.	
Wilson Bros. and Co.	Lewis	1.25	
Wisconsin Lumber Co.	Lewis	3.5	
Stillwater Lumber Co.	Lewis	1.5	48.25
Peninsular Railway Co.	Mason	19.	
Phoenix Railroad Co.	Mason	12.	
Port Blakely Railroad	Mason	29.25	60.25
Astoria Timber and Logging Co.	Pacific	5.	
Creech Bros. Lumber Co.	Pacific	1.	
Deep River Logging Co.	Pacific	5.	
Fern Creek Lumber Co.	Pacific	0.75	
Lester Logging Co.	Pacific	0.25	
Lebam Mill and Timber Co.	Pacific		
Quinault Lumber Co.	Pacific		
Pacific and Eastern Railway	Pacific	7.	
Wentworth Logging Co.	Pacific	2.	21.00
Allison, B. F.	Pierce	0.25	
Eatonville Lumber Co.	Pierce	1.	
Elbe Lumber and Shingle Co.	Pierce	0.25	
Electric Logging Co.	Pierce	3.5	
Excelsior Lumber Co.	Pierce	1.5	
Far West Clay Co.	Pierce		
Foster Lumber Co.	Pierce	2.5	
Giffin Trans. Co.	Pierce	0.75	
Hall, A. J.	Pierce	0.75	
Harding Lumber Co.	Pierce	0.5	
Linberg Lumber Co.	Pierce	2.	
Little Mashell Lumber Co.	Pierce	2.	
Monarch Timber Co.	Pierce	4.25	
Muck Creek Timber Co.	Pierce	0.25	
Murphy-Scott Lumber Co.	Pierce	1.	
North Coast Timber Co.	Pierce	6.75	
Pacific National Lumber Co.	Pierce	1.75	
Rainier Logging Co.	Pierce	2.5	
Reliance Lumber Co.	Pierce	1.5	
Salsick Lumber Co.	Pierce	3.	
Skewis Lumber Co.	Pierce	2.	
South Tacoma Mill Co.	Pierce	2.	
Tabor and Rolce	Pierce	4.5	
Tanwax and Western Railroad	Pierce	3.25	
Wheeler-Reese Lumber Co.	Pierce	1.	
Young-Johnson Shingle and Lumber Co.	Pierce	0.25	49.00
Ballard Lumber Co.	Skagit	3.	
Clear Lake Lumber Co.	Skagit	5.	
Day Lumber Co.	Skagit	3.	
Day Creek Lumber Co.	Skagit		
Dempsey Lumber Co.	Skagit	7.	
English Lumber Co.	Skagit	20.	
L. Houghton Logging Co.	Skagit	5.	
Lake Whatcom Logging Co.	Skagit	7.	
Lyman Lumber Co.	Skagit	4.	
Minnesota Lumber Co.	Skagit	4.75	
McCay, Pat.	Skagit	6.	
Skagit Mill Co.	Skagit	3.	67.75
Cape Horn Railroad Co.	Skamania	5.	5.00
Bolcom-Vanderhoof Logging Co.	Snohomish	2.5	
Browns Bay Logging Co.	Snohomish	3.5	

LIST OF LOGGING ROADS IN THE STATE—CONTINUED.

	Counties.	Miles.	Total mile- age by coun- ties.
Dickey and Angel Logging Co.....	Snohomish	3.	.....
Eby Logging Co.....	Snohomish	.....	.....
Forks Logging Co.....	Snohomish	3.	.....
English Logging Co.....	Snohomish	3.5	.....
French and Wooden	Snohomish	2.	.....
Gold Bar Lumber Co.....	Snohomish	4.	.....
Hall, J. W.....	Snohomish	1.	.....
Hillman, C. D.....	Snohomish	.....	.....
Hulburt Logging Co.....	Snohomish	2.	.....
Johnson-Dean Lumber Co.....	Snohomish	4.	.....
Marysville and Northern	Snohomish	13.	.....
Merrill and Ring Logging Co.....	Snohomish	.....	.....
Monroe Investment Co.....	Snohomish	2.	.....
Mukilteo and Lake Washington Railway.....	Snohomish	.....	.....
Nelson-Neal Lumber Co.....	Snohomish	.....	.....
Oso Logging Co.....	Snohomish	4.	.....
Parker Bell Lumber Co.....	Snohomish	.....	.....
J. H. Parker Logging Co.....	Snohomish	1.	.....
Sobey Manufacturing Co.....	Snohomish	4.	.....
Snohomish Logging Co.....	Snohomish	11.	.....
Standard Railway and Lumber Co.....	Snohomish	.....	.....
Star Logging Co.....	Snohomish	4.	.....
Stephens-Bird Logging Co.....	Snohomish	3	.....
Sultan Railway and Lumber Co.....	Snohomish	6.5	.....
Three Lakes Lumber Co.....	Snohomish	6.25	.....
United States Lumber Co.....	Snohomish	0.75	.....
Wagner and Wilson.....	Snohomish	8.	.....
Wallace Lumber Co.....	Snohomish	2.	.....
T. H. Williams and Co.....	Snohomish	4.5	.....
Wood and Iverson.....	Snohomish	3.75	.....
Woodenville Lumber Co.....	Snohomish	4.	.....
S. E. Wright Logging Co.....	Snohomish	3.	114.25
Black Hills and Northern Ry. Co.....	Thurston	15.1	.....
Salmon Creek Lumber Co.....	Thurston	1.	.....
Sherman Lumber Co.....	Thurston	.....	.....
Union Lumber Co.....	Thurston	6.	22.00
Campbell Lumber Co.....	Wahkiakum	3.	3.00
Bellingham Timber and Logging Co.....	Whatcom	3.	.....
Big Four Lumber Co.....	Whatcom	1.25	.....
Central Logging Co.....	Whatcom	3.	.....
Lake Whatcom Logging Co.....	Whatcom	2.5	.....
McCush Logging Co.....	Whatcom	3.	.....
Standard Lumber and Shingle Co.....	Whatcom	2.	14.75
Total.....			630.75

ANNUAL REPORTS AND HISTORY OF RAILROADS.

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD COMPANY.

HISTORY.

The Bellingham Bay & British Columbia Railroad Company was organized May 3, 1883, under the laws of the State of California, Civil Code, division 1, part 4. It is not a consolidated company and has never been reorganized.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
H. H. Taylor.....	San Francisco, Calif.....	Third Tuesday
W. J. Dingee.....	San Francisco, Calif.....	in January
G. W. McEnery.....	San Francisco, Calif.....	or until
F. G. Drum.....	San Francisco, Calif.....	successors
A. M. Easton.....	Burlingame, Calif.....	are elected.

At the date of the last election the total number of stockholders was 12. The last meeting of stockholders for the election of directors was held February 8, 1909. The postoffice address of the general office is San Francisco, California, and that of the operating office is Bellingham, Washington.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of Office.</i>
Chairman of Board.....	H. H. Taylor.....	San Francisco, Cal.
President	H. H. Taylor.....	San Francisco, Cal.
First Vice President and Treas..	F. G. Drum.....	San Francisco, Cal.
Secretary	Jno. S. Drum.....	San Francisco, Cal.
Attorney, or General Counsel...	Newman & Howard.....	Bellingham, Wash.
Auditor	W. H. Lawson.....	Bellingham, Wash.
General Auditor.....	E. H. Hammond.....	San Francisco, Cal.
Superintendent and F. & P. Agt..	H. B. Paige.....	Bellingham, Wash.
Tax Commissioner.....	G. C. Hyatt.....	Bellingham, Wash.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$5,285 88
Bills receivable	63 57
Due from agents	10,323 93
Due from solvent companies and individuals	5,435 37
Traffic balances due from other companies	5,181 46
Other cash assets (not including material)	855 30
Balance current liabilities	258,369 72

Total..... \$285,515 23
 Materials and supplies, \$14,223.51.

Total liabilities accrued to and including June 30, 1909:

Loans and bills payable.....	\$228,000 00
Audited vouchers and accounts.....	9,492 11
Wages and salaries.....	8,828 65
Traffic balances due to other companies.....	10,747 16
Miscellaneous	28,447 31

Total..... \$285,515 23

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road	\$1,481,590 56	\$1,493,186 53	\$14,595 97	.....
Cost of equipment.....	282,055 82	269,845 80	.....	\$12,710 02
Lands owned	26,982 00	26,982 00	.....	.....
Agreement for purchase of motor car .....	.....	23,255 50	23,255 50	.....
Cash and current assets.....	10,569 57	27,145 51	16,545 94	.....
Materials and supplies.....	23,850 62	14,223 51	.....	9,627 11
Sundries	1,085 90	1,140 80	104 40	.....
Profit and loss.....	286,806 44	285,885 17	.....	921 27
Totals.....	\$2,112,870 91	\$2,144,114 82	\$31,243 41	.....

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$1,000,000 00	\$1,000,000 00	.....	.....
Assessment account	171,800 00	171,800 00	.....	.....
Funded debt	659,000 00	659,000 00	.....	.....
Current liabilities	269,097 57	285,515 23	\$25,417 66	.....
Accrued int. not yet payable..	2,745 85	2,745 85	.....	.....
Equipment replacement	19,227 49	25,063 24	5,825 75	.....
Totals.....	\$2,112,870 91	\$2,144,114 82	\$31,243 41	.....

COLUMBIA & PUGET SOUND RAILROAD COMPANY.

HISTORY.

The Columbia & Puget Sound Railroad Company was organized November 26, 1880, under the general laws of the territory, now State of Washington. It is not a consolidated company. The name of the road was originally Seattle & Walla Walla. It was purchased and the name changed to Columbia & Puget Sound Railroad Company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
J. C. Ford.....	Seattle, Wash.....	May 17, 1910
G. W. Mertens.....	Seattle, Wash.....	May 17, 1910
C. H. Farrell.....	Seattle, Wash.....	May 17, 1910
J. W. Smith.....	Seattle, Wash.....	May 17, 1910
W. E. Nichols.....	Seattle, Wash.....	May 17, 1910

At the date of the last election the total number of stockholders was 6. The last meeting of stockholders for election of directors was held May 28, 1909. The postoffice address of the general office is Seattle, Washington, and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of Office.</i>
President	C. H. Farrell.....	Seattle, Wash.
Vice President.....	W. E. Nichols.....	Seattle, Wash.
Secretary	J. W. Smith.....	Seattle, Wash.
Treasurer	C. S. Holmes.....	Seattle, Wash.
Attorney, or General Counsel....	Farrell, Kane & Stratton.....	Seattle, Wash.
General Auditor.....	J. W. Smith.....	Seattle, Wash.
Chief Engineer.....	Jas. Anderson.....	Seattle, Wash.
Division Superintendent.....	G. W. Mertens.....	Seattle, Wash.
General Freight Agent.....	G. W. Mertens.....	Seattle, Wash.
General Passenger Agent.....	C. D. Dunann.....	San Francisco, Cal.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$343,164 24
Traffic balances due from other companies.....	1 00
Due from agents.....	1,409 90
Due from solvent companies and individuals.....	92,016 27
Other cash assets.....	2,396 64
Balance current liabilities.....	1,193,528 39

Total..... \$1,632,516 44

Material and supplies on hand, \$78,559.88, not included in above.

Current liabilities accrued to and including June 30, 1909:

Audited vouchers and accounts.....	\$18,481 32
Wages and salaries.....	19,320 35
Traffic balances due other companies.....	2,410 70
Miscellaneous	1,592,304 07
Total.....	\$1,632,516 44

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$1,306,985 66	\$2,990,234 06	\$1,681,248 40	.....
Cost of equipment.....	579,958 87	596,119 21	16,160 34	.....
General expenditures.....	102,074 68	102,074 68	.....	.....
Cash and current assets.....	515,206 30	438,968 05	.....	\$76,218 25
Materials and supplies.....	111,038 24	78,559 88	.....	32,538 46
Totals.....	\$2,617,298 85	\$4,205,975 88	\$1,588,677 08	.....

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$1,000,000 00	\$1,000,000 00	.....	.....
Current liabilities	102,215 61	1,632,516 44	\$1,530,300 83	.....
Profit and loss.....	1,515,083 24	1,573,459 44	58,376 20	.....
Totals.....	\$2,617,298 85	\$4,205,975 88	\$1,588,677 08	.....

GREAT NORTHERN RAILWAY COMPANY.

HISTORY.

The Great Northern Railway Company was organized March 1, 1856, under the laws of the State of Minnesota, Acts of March 1, 1856, February 23, 1857, February 28, 1865, March 5, 1869, March 2, 1870, March 11, 1879, March 7, 1881, and March 10, 1885. There are no constituent companies.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
R. I. Farrington.....	St. Paul, Minn.....	October, 1909
E. Sawyer.....	St. Paul, Minn.....	October, 1909
W. R. Begg.....	St. Paul, Minn.....	October, 1909
Henry W. Cannon.....	New York City.....	October, 1910
William B. Dean.....	St. Paul, Minn.....	October, 1910
Samuel Thorne.....	New York City.....	October, 1910
James J. Hill.....	St. Paul, Minn.....	October, 1911
Frederick Weyerhaeuser	St. Paul, Minn.....	October, 1911
Louis W. Hill.....	St. Paul, Minn.....	October, 1911

At the date of the last election the total number of stockholders was 14,092. The last meeting of stockholders for the election of directors was held October 8, 1908. The postoffice address of the general office is St. Paul, Minn., and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
Chairman of Board.....	James J. Hill.....	St. Paul, Minn.
President	Louis W. Hill.....	St. Paul, Minn.
Second Vice President.....	R. I. Farrington.....	St. Paul, Minn.
Third Vice President.....	E. T. Nichols.....	New York City
Secretary and Ass't Treas.....	E. T. Nichols.....	New York City
Treasurer and Ass't Sec'y.....	E. Sawyer.....	St. Paul, Minn.
Ass't Treas. and Ass't Sec'y.....	N. Terhune.....	New York City
General Solicitor.....	W. R. Begg.....	St. Paul, Minn.
Ass't Solicitor.....	J. D. Armstrong.....	St. Paul, Minn.
Ass't Solicitor.....	M. L. Countryman.....	St. Paul, Minn.
Comptroller.....	J. G. Drew.....	St. Paul, Minn.
Assistant Comptroller.....	G. R. Martin.....	St. Paul, Minn.
Auditor	F. E. Draper.....	St. Paul, Minn.
General Manager.....	J. M. Gruber.....	St. Paul, Minn.
Assistant General Manager.....	H. A. Kennedy.....	St. Paul, Minn.
Chief Engineer.....	A. H. Hogeland.....	St. Paul, Minn.
General Superintendents—		
Lake District	D. M. Philbin.....	Superior, Wis.
Eastern District	W. D. Scott.....	St. Paul, Minn.
Central District	R. W. Bryan.....	Minot, N. D.
Western District	E. L. Brown.....	Spokane, Wash.
Gen'l Traffic Manager.....	W. W. Broughton.....	St. Paul, Minn.
General Passenger Agent.....	A. L. Craig.....	St. Paul, Minn.
Land Commissioner.....	C. H. Babcock.....	St. Paul, Minn.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$9,144,105 12
Bills receivable	2,864,328 40
Due from agents.....	2,185,993 68
Due from solvent companies and individuals.....	1,983,293 82
Traffic balances due from other companies.....	421,871 23
Other cash assets.....	95,875 71

Total..... \$16,695,467 96

Material and supplies not included above, \$6,352,443.92.

Current liabilities accrued to and including June 30, 1909:

Auditors' vouchers and accounts.....	\$3,518,511 43
Wages and salaries.....	2,662,742 87
Matured interest coupons unpaid, including coupons due July 1	1,733,600 84
Dividends not called for.....	2,184 00
Miscellaneous	1,224 00
Traffic balances due to other companies.....	541,994 08
Balance cash assets.....	8,235,210 74

Total..... \$16,695,467 96

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$238,890,079 94	\$249,316,235 18	\$9,417,205 24	
Cost of equipment.....	51,064,643 30	51,361,968 89	297,309 99	
Cost of elevators.....		2,004,157 23	2,004,157 23	
General expenditures	450,691 50	667,988 78	217,292 28	
Stocks owned	121,721,652 78	181,359,686 77	9,638,063 99	
Funded debt	38,556,343 18	30,867,891 08		\$7,688,452 15
Other permanent investments..	4,177,682 24	3,770,897 44		406,784 80
Advances for construction.....	44,595,106 20	40,542,432 58		4,052,670 67
Cash and current assets.....	19,529,471 02	16,695,467 96		2,834,008 06
Material and supplies.....	8,317,723 24	6,352,443 92		1,965,279 32
Sundries	1,050,052 80	861,670 54		188,382 26
Totals.....	\$524,262,444 40	\$583,800,870 27	\$9,538,425 87	

* Previously carried in "Other permanent investments account."

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$209,982,750 00	\$209,970,250 00	\$7,500 00	
Funded debt	233,510,909 09	233,511,409 09	500 00	
Current liabilities	7,718,187 49	8,400,257 22	742,069 73	
Accrued interest on funded debt not yet due.....	262,923 38	238,008 38		\$24,920 00
Taxes not yet due.....	1,036,542 81	1,059,918 61	23,370 80	
Permanent improvement and renewal fund	4,844,265 78	5,546,808 05	702,537 27	
Sinking fund Superior coal d'ks	115,908 75	109,329 84		6,578 91
Insurance fund	481,884 37	510,669 14	28,814 77	
Equipment replacement fund...	14,369,984 82	16,048,139 77	1,678,155 25	
Cost of additions and improvements made to property paid for from fund for permanent improvement and renewals..	17,822,512 47	19,334,613 10	2,112,100 63	
St. P., M. & M. Ry. consolidated mortgage bonds redeemed since Nov. 1, 1907, through operation of sinking fund	78,000 00	78,000 00		
Surplus funds of proprietary companies deposited with this company	6,875,439 27	2,314,129 84		4,146,908 34
Sundries	27,183,091 52	411,324 99	411,324 99	
Profit and loss.....		85,107,997 29	8,010,449 68	
Totals.....	\$524,262,444 40	\$583,800,870 27	\$9,538,425 87	

ILWACO RAILROAD COMPANY.

HISTORY.

The Ilwaco Railroad Company was organized May 6, 1907, under the laws of the State of Oregon, title 1 of chapter XXXII of Bill's Annotated Laws of Oregon (1887), comprising sections 3217 to 3238, both inclusive, as amended by the following acts of the Legislative Assembly of the State of Oregon:

Act approved February 20, 1891, amending section 3218 above named (Laws 1891, page 110).

Act of February 20, 1893, amending section 3224 above named (Laws 1893, page 62); act of February 27, 1901, amending section 3224 (Laws 1901, page 306).

Act of February 21, 1893, amending section 3238 above named (Laws 1893, page 112).

Bellinger & Cotton's Annotated Codes and Statutes of Oregon, sections 5052 and 5073, and Laws of 1903 of the State of Oregon, pages 39, 41 and 212, and Laws of Oregon, 1905, pages 111, 299, 300 and 325.

The Ilwaco Railroad Company has never been reorganized. It acquired all of the property of the Ilwaco Railway and Navigation Co. by purchase on June 15, 1907.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
W. D. Cornish.....	New York City.....	September 2d, 1909,
R. Blaisdell.....	Portland, Ore.....	when successors are
H. F. Connor.....	Portland, Ore.....	elected and qualified.

At the date of the last election the total number of stockholders was 3. The last meeting of the stockholders for the election of directors was held September 5, 1907. The post-office address of the general office is Portland, Oregon, and that of the operating office the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Office Address.</i>
President	W. D. Cornish.....	New York City
Vice President.....	R. Blaisdell.....	Portland, Ore.
Secretary	Alex Miller.....	New York City
Assistant Secretary.....	W. R. Litzenberg.....	Portland, Ore.
Treasurer	Frede V. S. Crosby.....	New York City
General Attorney.....	W. W. Cotton.....	Portland, Ore.
Auditor	R. Blaisdell.....	Portland, Ore.
General Manager.....	J. P. O'Brien.....	Portland, Ore.
Chief Engineer.....	G. W. Boeschke.....	Portland, Ore.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$3,475 16
Due from agents.....	952 73
Due from solvent companies and individuals.....	1,629 58
Traffic balances due from other companies.....	1,781 79
Balance current liabilities.....	435,284 76

Total..... \$443,123 97

Materials and supplies on hand, \$6,037.84.

Current liabilities accrued to and including June 30, 1909:

Loans and bills payable.....	\$426,534 52
Audited vouchers and accounts.....	2,810 74
Wages and salaries.....	4,482 66
Traffic balances due to other companies.....	70 42
Matured interest coupons (including those due July 1).....	9,150 00
Miscellaneous	75 63

Total..... \$443,123 97

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$366,196 46	\$915,764 33	\$49,567 87	.....
Cost of equipment.....	45,832 71	50,498 38	4,565 67	.....
General expenditures	16,994 09	16,994 09	.....	.....
Stocks owned	2 00	2 00	.....	.....
Cash and current assets.....	16,661 54	7,889 21	.....	\$8,822 33
Materials and supplies.....	6,065 66	6,067 84	.....	17 82
Unappropriated insurance.....	228 61	270 41	.....	18 20
Subscribers to capital stock.....	.....	162,500 00	162,500 00	.....
Profit and loss.....	.....	30,176 16	30,176 16	.....
Totals.....	\$962,181 07	\$1,190,062 42	\$246,809 70	\$8,866 36

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$152,500 00	\$152,500 00	.....	.....
Funded debt	305,000 00	305,000 00	.....	.....
Current liabilities	368,898 68	443,123 97	\$74,280 39	.....
Accrued taxes not yet payable.....	1,759 26	1,539 30	.....	\$219 96
Boat line equipment depreciation fund *	1,249 78	* 580 85	668 93	.....
Illwaco Ry. & Nav. Co. distribution of assets.....	125,000 00	125,000 00	.....	.....
Capital stock subscriptions.....	.....	162,500 00	162,500 00	.....
Locomotives, replacement .....	.....	1,000 00	1,000 00	.....
Profit and loss.....	228 01	.....	.....	228 01
Totals.....	\$962,181 07	\$1,190,062 42	\$238,399 32	\$447 97

* Read deducted from amount.

NORTHERN PACIFIC RAILWAY COMPANY.

HISTORY.

The Northern Pacific Railroad Company was chartered by the State of Wisconsin March 15, 1870, amended January 21, 1871, March 6, 1871, and April 15, 1895. Its original name was Superior and St. Croix Railroad Company, changed in 1896 by resolution of stockholders and directors to Northern Pacific Railway Company. It is not a consolidated company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
William P. Clough.....	New York City.....	October, 1911
Alex Smith Cochran.....	New York City.....	October, 1911
Amos Tuck French.....	New York City.....	October, 1911
James N. Hill.....	New York City.....	October, 1911
Payne Whitney.....	New York City.....	October, 1911
Howard Elliott.....	St. Paul, Minn.....	October, 1909
Lewis Cass Ledyard.....	New York City.....	October, 1909
J. Pierpont Morgan, Jr.....	London, Eng.....	October, 1909
George W. Perkins.....	New York City.....	October, 1909
Charles Steele.....	New York City.....	October, 1909
George F. Baker.....	New York City.....	October, 1910
John S. Kennedy.....	New York City.....	October, 1910
Grant B. Schley.....	New York City.....	October, 1910
William Sloane.....	New York City.....	October, 1910
Arthur Curtis James.....	New York City.....	October, 1910

At the date of the last election the total number of stockholders was 8,800. The last meeting of stockholders for election of directors was held October 5, 1908. The postoffice address of the general office is St. Paul, Minn., and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
President	Howard Elliott.....	St. Paul, Minn.
First Vice President.....	James N. Hill.....	New York City
Second Vice President.....	Jule M. Hannaford.....	St. Paul, Minn.
Third Vice President.....	Charles M. Levey.....	St. Paul, Minn.
Secretary and Ass't Treas.....	George H. Earle.....	New York City
Treasurer	Charles A. Clark.....	St. Paul, Minn.
General Counsel.....	Francis Lynn Stetson.....	New York City
General Counsel.....	Charles W. Bunn.....	St. Paul, Minn.
Comptroller	Henry A. Gray.....	St. Paul, Minn.
Assistant Comptroller.....	William G. Johnson.....	St. Paul, Minn.
General Manager.....	George T. Slade.....	St. Paul, Minn.
General Manager.....	H. C. Nutt.....	Tacoma, Wash.
Chief Engineer.....	William L. Darling.....	St. Paul, Minn.

General Superintendent.....	E. C. Blanchard.....	St. Paul, Minn.
General Superintendent.....	G. A. Goodell.....	Livingstone, Mont.
General Superintendent.....	B. E. Palmer.....	Tacoma, Wash.
Traffic Manager.....	J. G. Woodworth.....	St. Paul, Minn.
General Freight Agent.....	J. B. Baird.....	St. Paul, Minn.
General Passenger Agent.....	A. M. Cleland.....	St. Paul, Minn.
Land Commissioner.....	Thomas Cooper.....	St. Paul, Minn.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$38,200,454 03
Bills receivable	3,873,271 92
Due from agents	785,289 32
Due from solvent companies and individuals.....	8,094,501 03
Traffic balances due from other companies.....	1,188,264 67
Construction advances to railway companies.....	37,787,430 64

Total cash assets..... \$84,929,211 61
 Material and supplies on hand, \$6,166,685.92.

Current liabilities accrued to and including June 30, 1909:

Audited vouchers and accounts.....	\$4,570,652 57
Wages and salaries.....	2,565,205 72
Traffic balances due to other companies.....	728,648 71
Dividends not called for.....	4,341,854 50
Matured interest coupons unpaid (including those due July 1)	1,128,389 50
Taxes accrued	1,767,652 32
Reserve funds	12,138,249 23
Balance cash assets.....	57,748,559 06

Total..... \$84,929,211 61

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$388,867,868 84	\$340,188,814 67	\$10,820,945 88	
Cost of equipment.....	39,641,897 89	41,602,239 14	1,966,341 25	
General expenditures	271,884 98	281,772 11	9,887 13	
Stocks owned	5,235,330 94	5,681,426 48	446,095 54	
Funded debt	12,056,288 77	30,161,649 65	18,102,410 88	
Land dep't current assets.....	2,365,196 96	2,535,281 13	170,084 17	
Cash and current assets.....	73,234,497 06	84,929,211 61	11,694,714 55	
Materials and supplies.....	6,113,388 17	6,166,685 92	58,297 75	
Sinking, insurance and other funds	5,000,000 00	5,139,278 35	139,278 35	
Material and supplies leased.....	30,453 06	30,453 06		
Cash in hands of trustees of mortgages	984,065 36	1,928,742 50	944,687 14	
Securities in hands of trustees of St. Paul-Duluth division mortgage as collateral.....	1,352,847 33	1,288,241 25		\$64,606 08
Securities in hands of trustees of N. P.-G. N. joint bonds as collateral	109,114,309 76	109,114,809 76	500 00	
Totals.....	\$564,270,969 12	\$638,048,555 63	\$43,777,586 51	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$155,000,000 00	\$248,000,000 00	\$93,118,164 08	.....
Subscription to new capital stock	62,881,885 97	.....	.....	.....
Funded debt	190,239,739 32	191,437,500 00	1,197,760 68	.....
Current liabilities	22,822,748 77	27,180,662 55	4,357,908 78	.....
Accrued interest on funded debt not yet payable.....	566,786 66	505,616 66	.....	\$31,170 00
N. P. and G. N. joint bonds.....	107,618,000 00	107,618,500 00	500 00	.....
Liquidation account	65,498 87	.....	.....	65,498 87
Insurance fund account.....	5,000,000 00	5,189,278 85	189,278 85	.....
Profit and loss.....	50,611,964 53	58,172,008 07	7,560,643 54	.....
Totals.....	\$594,270,969 12	\$638,048,555 68	\$43,777,586 51	.....

NORTH YAKIMA AND VALLEY RAILWAY COMPANY.

HISTORY.

The North Yakima and Valley Railway Company was organized July 24, 1905, under the laws of the State of Washington. It has never been reorganized.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
George Donald.....	North Yakima.....	October 3, 1909
A. B. Weed.....	North Yakima.....	October 3, 1909
W. K. Sinclair.....	North Yakima.....	October 3, 1909
Daniel Sinclair.....	North Yakima.....	October 3, 1909
Geo. E. Stacy.....	North Yakima.....	October 3, 1909
William Carson.....	Burlington, Iowa.....	October 3, 1909
C. E. Perkins.....	Burlington, Iowa.....	October 3, 1909

OFFICERS.

Title.	Name.	Official Address.
President	George Donald.....	North Yakima
Secretary and Treasurer.....	Frank Bartholet.....	North Yakima

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

<i>Cash and current assets available for payment of current liabilities:</i>	
Cash	\$21,303 67
Accounts receivable	5,025 47
Due from solvent companies and individuals.....	2,000 00
Balance current liabilities.....	354,318 82
Total.....	\$382,647 96
<i>Current liabilities accrued to and including June 30, 1909:</i>	
Loans and bills payable.....	\$378,086 68
Audited vouchers and accounts.....	4,561 33
Total.....	\$382,647 96

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$217,312 16	\$346,619 06	\$129,307 50	.....
Cost of equipment.....	9,414 98	9,740 54	325 56	.....
General expenditures.....	9,337 39	10,634 06	796 67	.....
Cash and current assets.....	7,425 80	28,329 14	20,903 34	.....
Subscription to capital stock..	1,000,000 00	1,000,000 00	.....	.....
Totals.....	\$1,243,900 33	\$1,395,323 40	\$151,333 07	.....

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$1,000,000 00	\$1,000,000 00	.....	.....
Current liabilities	217,645 96	382,647 96	\$165,002 00	.....
Profit and loss.....	26,344 37	12,675 44	.....	\$13,668 93
Totals.....	\$1,243,900 33	\$1,395,323 40	\$151,333 07	.....

OREGON RAILROAD & NAVIGATION COMPANY.

HISTORY.

The Oregon Railroad & Navigation Company was organized July 16, 1896, under the laws of the State of Oregon, as follows:

Title 1 of chapter XXXII of Bills' Annotated Laws of Oregon (1887), comprising sections 3217 to 3238, both inclusive, as amended by the following acts of the Legislative Assembly of the State of Oregon:

Act approved February 20, 1891, amending section 3218, above named (Laws 1891, page 110).

Act of February 20, 1893, amending section 3224, above named (Laws 1893, page 62).

Act of February 27, 1901, amending section 3224 (Laws 1901, page 306).

Act of February 21, 1893, amending section 3238, above named (Laws 1893, page 112).

Bellinger & Cotton's Annotated Codes and Statutes of Oregon, section 5052 to 5073, and Laws of 1903 of the State of Oregon, pages 39, 41 and 212, and Laws of Oregon, 1905, pages 111, 299, 300 and 325.

The company has not been reorganized.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
W. L. Bull.....	New York City.....	Sept. 2d, 1909
R. Blaisdell.....	Portland, Ore.....	Sept. 2d, 1909
W. W. Cotton.....	Portland, Ore.....	Sept. 2d, 1909
H. F. Conner.....	Portland, Ore.....	Sept. 2d, 1909
Maxwell Evarts.....	New York City.....	Sept. 2d, 1909
E. H. Harriman.....	New York City.....	Sept. 2d, 1909
W. R. Litzenberg.....	Portland, Ore.....	Sept. 2d, 1909
A. Gavin.....	Portland, Ore.....	Sept. 2d, 1909
R. S. Lovett.....	New York City.....	Sept. 2d, 1909
R. B. Miller.....	Portland, Ore.....	Sept. 2d, 1909
Wm. Mahl.....	New York City.....	Sept. 2d, 1909
W. D. Skinner.....	Portland, Ore.....	Sept. 2d, 1909
J. P. O'Brien.....	Portland, Ore.....	Sept. 2d, 1909
O. G. Sutherland.....	Portland, Ore.....	Sept. 2d, 1909
J. G. Wilson.....	Portland, Ore.....	Sept. 2d, 1909

At the date of the last election the total number of stockholders was 20. The last meeting of stockholders for election of directors was held September 10, 1908. The postoffice address of the general office is Portland, Oregon, and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
Chairman of Board.....	E. H. Harriman.....	New York City
President.....	E. H. Harriman.....	New York City
First Vice President.....	R. S. Lovett.....	New York City
Second Vice President.....	J. P. O'Brien.....	Portland, Oregon
Secretary.....	W. W. Cotton.....	Portland, Oregon
Treasurer.....	Fred V. S. Crosby.....	New York City
Counsel.....	R. S. Lovett.....	New York City
General Attorney.....	W. W. Cotton.....	Portland, Oregon
Comptroller.....	Wm. Mahl.....	New York City
Ass't Comptroller.....	H. S. Bradt.....	New York City
Auditor General.....	Erastus Young.....	Omaha, Nebraska
Auditor.....	R. Blaisdell.....	Portland, Oregon
General Manager.....	J. P. O'Brien.....	Portland, Oregon
Chief Engineer.....	G. W. Bosche.....	Portland, Oregon
General Superintendent.....	M. J. Buckley.....	Portland, Oregon
Traffic Director.....	J. C. Stubbs.....	Chicago, Ill.
General Passgr. Agent.....	Wm. McMurray.....	Portland, Oregon
General Freight Agent.....	R. B. Miller.....	Portland, Oregon

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash.....	\$428,820 98
Due from agents.....	153,025 83
Due from solvent companies and individuals.....	3,010,909 25
Other cash assets.....	781,137 09
U. S. government.....	52,710 25

Total..... \$4,426,602 90

Materials and supplies on hand, \$1,422,655.51.

Current liabilities accrued to and including June 30, 1909:

Audited vouchers and accounts.....	\$698,679 30
Wages and salaries.....	383,324 00
Traffic balances due to other companies.....	195,093 41
Dividends not called for.....	40 00
Matured interest coupons unpaid (including those due July 1)	64,740 15
Miscellaneous	261,103 31
Balance cash assets.....	2,823,622 73
Total.....	\$4,426,602 90

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$57,728,900 14	\$59,100,329 76	\$1,371,429 62	
Cost of equipment.....	8,071,399 18	2,834,573 87		\$236,825 31
Stocks owned	396,216 88	427,101 98	30,885 60	
Funded debt owned.....	1,166,365 22	763,794 39		402,570 83
Cash and current assets.....	8,589,072 04	4,426,602 90	837,530 86	
Materials and supplies	1,678,692 63	1,422,655 51		256,037 12
Sinking, insurance and other funds	4,548 15	4,689 56	91 41	
Totals.....	\$67,685,198 74	\$68,979,697 97	\$1,844,504 23	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$35,000,000 00	\$35,000,000 00		
Funded debt	23,022,800 00	23,680,800 00	\$1,358,000 00	
Current liabilities	1,523,759 28	1,602,980 17	79,220 89	
Accrued interest on funded debt not yet payable.....	73,406 66	77,988 88	4,582 67	
Renovals and replace'm't funds	265,447 29	221,139 55	15,692 86	
Profit and loss.....	8,809,780 60	8,606,844 91		\$112,935 69
Totals.....	\$67,685,198 74	\$68,979,697 97	\$1,844,504 23	

OREGON & WASHINGTON RAILROAD COMPANY.

HISTORY.

The Oregon & Washington Railroad Company was organized May 12, 1906, under the laws of the State of Oregon, as follows:

Title 1 of chapter XXXII, of Bills' Annotated Laws of Oregon (1887), comprising 3217 to 3238, both inclusive, as amended by the following acts of the Legislative Assembly of the State of Oregon:

Act approved February 20, 1891, amending section 3218, above named (Laws 1891, page 110).

Act of February 20, 1893, amending section 3224 above named (Laws 1893, page 62); act of February 27, 1901, amending section 3224 (Laws 1901, page 306).

Act of February 21, 1893, amending section 3238 above named (Laws 1893, page 112).

Bellinger & Cotton's Annotated Codes and Statutes of Oregon, sections 5052 to 5073, and Laws of 1903 of the State of Oregon, pages 39, 41 and 212, and Laws of Oregon, 1905, pages 111, 299, 300 and 325.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
W. W. Cotton.....	Portland, Ore.....	September
E. H. Harriman.....	New York City.....	2, 1909,
R. Blaisdell.....	Portland, Ore.....	or when
W. D. Skinner.....	Portland, Ore.....	successors
W. A. Robbins.....	Portland, Ore.....	have been
W. R. Litzenberg.....	Portland, Ore.....	elected and
J. D. Farrell.....	Seattle, Wash.....	qualified.

At the date of the last election the total number of stockholders was 8. The last meeting of stockholders for election of directors was held September 10, 1909. The postoffice address of the general office is Portland, Oregon, and that of the operating office the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
President.....	E. H. Harriman.....	New York City
Vice President.....	J. D. Farrell.....	Seattle, Wash.
Secretary.....	W. R. Litzenberg.....	Portland, Ore.
Treasurer.....	F. V. S. Crosby.....	New York City
Counsel.....	R. S. Lovett.....	New York City
General Attorney.....	W. W. Cotton.....	Portland, Ore.
General Auditor.....	Erastus Young.....	Omaha, Neb.
Comptroller.....	Wm. Mahl.....	New York City
Auditor.....	R. Blaisdell.....	Portland, Ore.
General Manager.....	J. D. Farrell.....	Seattle, Wash.
Chief Engineer.....	H. F. Baldwin.....	Seattle, Wash.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$564 29
Due from agents.....	127,818 60
Traffic balances due from other companies.....	5,800 00
Other cash assets (excluding material and supplies).....	41,154 10
U. S. government	33 57
Balance current liabilities.....	22,674,106 93

Total..... \$22,849,277 49

Materials and supplies on hand, \$1,092,229.12.

Current liabilities accrued to and including June 30, 1909:

Audited vouchers and accounts.....	\$22,836,922 24
Wages and salaries.....	12,225 26
Miscellaneous	129 99

Total..... \$22,849,277 49

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$18,109,140 84	\$20,652,995 74	\$2,543,855 40	
Cost of equipment.....		1,077,318 96	1,077,318 96	
General expenditures.....	516,524 44	868,226 84	351,701 90	
Cash and current assets.....	286,846 18	175,170 56		\$111,675 62
Materials and supplies.....	827,768 86	1,062,229 12	234,460 26	
Totals.....	\$19,740,279 82	\$23,865,940 72	\$4,125,660 90	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$1,000,000 00	\$1,000,000 00		
Current liabilities	18,740,279 82	22,849,277 49	\$4,108,997 67	
Profit and loss.....		16,668 23	16,668 23	
Totals.....	\$19,740,279 82	\$23,865,940 72	\$4,125,660 90	

OREGON, WASHINGTON & IDAHO RAILROAD CO.

HISTORY.

The Oregon, Washington & Idaho Railroad Company was organized August 7, 1903, under the laws of the State of Oregon, as follows:

Title 1 of chapter XXXII of Bills' Annotated Laws of Oregon (1887), comprising sections 3217 to 3238, both inclusive, as amended by the following acts of the Legislative Assembly of the State of Oregon:

Act approved February 21, 1891, amending section 3218 above named (Laws 1891, page 110).

Act of February 20, 1893, amending section 3224 above named (Laws 1893, page 62).

Act of February 27, 1901, amending section 3224 (Laws 1901, page 306).

Act of February 21, 1893, amending section 3238 above named (Laws 1893, page 112).

Bellinger & Cotton's Annotated Codes and Statutes of Oregon, sections 5052 to 5073, and Laws of 1903 of the State of Oregon, pages 39, 41 and 212, and Laws of Oregon, 1905, pages 111, 299, 300 and 325.

This company has never been reorganized or consolidated.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
W. W. Cotton.....	Portland, Ore.....	First Monday in
C. G. Sutherland.....	Portland, Ore.....	Feb., 1910, or until
J. P. O'Brien.....	Portland, Ore.....	successors are elected
J. G. Wilson.....	Portland, Ore.....	and qualified.

At the date of the last election the total number of stockholders was 4. The last meeting of stockholders for the election of directors was held February 1, 1909. The postoffice address of the general office is Portland, Oregon, and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
President	J. P. O'Brien.....	Portland, Ore.
Vice President.....	C. G. Sutherland.....	Portland, Ore.
Secretary	W. R. Litzenberg.....	Portland, Ore.
Treasurer	J. W. Newkirk.....	Portland, Ore.
Auditor	R. Blaisdell.....	Portland, Ore.
Chief Engineer.....	G. W. Boeschke.....	Portland, Ore.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$11,501 55
Due from agents.....	2,338 85
Due from solvent companies and individuals.....	98,956 45
Balance current liabilities.....	2,904,867 84
Total.....	\$3,012,164 69

Current liabilities accrued to and including June 30, 1909:

Loans and bills payable.....	\$2,971,008 70
Audited vouchers and accounts.....	20,763 88
Wages and salaries.....	1,753 50
Traffic balances due to other companies.....	13,471 16
Miscellaneous	5,167 95
Total.....	\$3,012,164 69

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$2,886,891 25	\$2,964,890 96		\$22,000 29
Cost of equipment.....	240 69	240 69		
General expenditures	20,159 05	25,656 10	\$5,497 05	
Cash and current assets	14,907 38	107,798 85	92,890 47	
Materials and supplies.....	6,578 27	2,754 45		3,823 82
Subscribers to capital stock...	1,000,000 00	1,000,000 00		
Profit and loss.....		10,855 64	10,855 64	
Totals.....	\$3,928,776 64	\$4,012,164 69	\$83,388 05	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$1,000,000 00	\$1,000,000 00	.....	.....
Current liabilities	2,928,776 64	3,012,164 69	\$83,388 05	.....
Totals.....	\$3,928,776 64	\$4,012,164 69	\$83,388 05	.....

PORT TOWNSEND SOUTHERN RAILROAD COMPANY.

HISTORY.

The Port Townsend Southern Railroad Company was organized August 30, 1887, under the laws of the Territory and State of Washington. It is not a consolidated company.

<i>Names of Trustees.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
Howard Elliott.....	St. Paul, Minn.....	October 6, 1908
Thomas Cooper.....	St. Paul, Minn.....	October 6, 1908
H. C. Nutt.....	Tacoma, Wash.....	October 6, 1908
M. P. Martin.....	Tacoma, Wash.....	October 6, 1908
Geo. T. Reid.....	Tacoma, Wash.....	October 6, 1908
Henry Blakeley.....	Tacoma, Wash.....	October 6, 1908
F. S. Jarvis.....	Tacoma, Wash.....	October 6, 1908

At the date of the last election the total number of stockholders was 8. The last meeting of stockholders for election of trustees was held October 7, 1908. The postoffice address of the general office is Tacoma, Washington, and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of Office.</i>
President	H. C. Nutt.....	Tacoma, Wash.
Vice President and Comptroller	M. P. Martin.....	Tacoma, Wash.
Ass't Comptroller.....	A. L. Taggard.....	Tacoma, Wash.
Secretary	R. H. Relf.....	St. Paul, Minn
Treasurer	C. A. Clark.....	St. Paul, Minn
Assistant Secretary.....	M. P. Martin.....	Tacoma, Wash.
Attorney	B. S. Grosscup.....	Tacoma, Wash.
Traffic Agent.....	Henry Blakeley.....	Tacoma, Wash.
Chief Engineer.....	W. L. Darling.....	St. Paul, Minn

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Bills receivable	\$1,278 52
Due from agents.....	408 98
Due from solvent companies and individuals.....	165 64
Traffic balances due from other companies.....	2,235 17
Balance current liabilities.....	926,588 49

Total..... \$930,676 80

Materials and supplies on hand not included above, \$721.33.

Current liabilities accrued to and including June 30, 1909:

Loans and bills payable.....	\$50,344 64
Audited vouchers and accounts.....	1,202 93
Wages and salaries.....	1,926 76
Traffic balances due to other companies.....	26 00
Matured interest unpaid (including coupons due July 1).....	870,960 00
Taxes	3,600 00
Equipment replacement funds.....	2,616 47

Total..... \$930,676 80

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of equipment.....	\$3,982,459 92	\$3,983,308 42	\$848 50	
Cash and current assets.....	4,839 37	4,088 81		\$751 06
Materials and supplies.....	708 39	721 33	17 94	
Profit and loss.....	856,647 74	904,558 74	47,911 00	
Totals.....	\$4,794,650 42	\$4,842,676 80	\$48,026 28	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$3,000,000 00	\$3,000,000 00		
Funded debt	912,009 09	912,009 00		
Current liabilities	882,660 42	930,676 80	\$48,026 38	
Totals.....	\$4,794,620 42	\$4,842,676 80	\$48,026 38	

SEATTLE SOUTHEASTERN RAILWAY COMPANY.

HISTORY.

The Seattle Southeastern Railway Company was organized September 13, 1906, under the general laws of the State of Washington for private corporations, Code of 1881, sections 2421 to 2477; Amended Laws of 1895, page 338; Laws of 1905, chapters 11 and 27. Not a reorganized or consolidated company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
Edward Cookingham.....	Portland, Ore.....	Jan. 11, 1910
W. M. Ladd.....	Portland, Ore.....	Jan. 11, 1910
John Bagley.....	Tacoma, Wash.....	Jan. 11, 1910
J. G. Dickson.....	Tacoma, Wash.....	Jan. 11, 1910
E. M. Hayden.....	Tacoma, Wash.....	Jan. 11, 1910

At the date of the last election the total number of stockholders was 7. The last meeting of stockholders for election of directors was held January 13, 1909. The postoffice address of the general office is Tacoma, Washington, and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Office Address.</i>
President	Edward Cookingham.....	Portland, Ore.
Vice President.....	John Bagley.....	Tacoma, Wash.
Secretary	E. M. Hayden.....	Tacoma, Wash.
Treasurer	J. G. Dickson.....	Tacoma, Wash.
Attorney	E. M. Hayden.....	Tacoma, Wash.
Auditor	A. Cookingham.....	Tacoma, Wash.
General Manager.....	John Bagley.....	Tacoma, Wash.
Superintendent	Martin Miller.....	Tacoma, Wash.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash (overdraft red).....	\$150 82
Due from agents.....	3 24
Due from solvent companies and individuals.....	424 15
Balance current liabilities.....	23,867 15

Total.....	\$24,143 72
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Materials and supplies not included above, \$701.53.	
--	--

Current liabilities accrued to and including June 30, 1909:

Loans and bills payable.....	\$20,250 00
Audited vouchers and accounts.....	2,709 48
Wages and salaries.....	1,035 55
Accrued interest	148 69

Total.....	\$24,143 72
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COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$92,254 83	\$97,195 04	\$4,940 71	.....
Cost of equipment.....	15,659 67	26,345 68	7,685 96	.....
General expenditures	613 56	1,655 79	1,042 23	.....
Cash and current assets.....	1,141 70	276 57	.....	\$865 13
Materials and supplies.....	378 82	701 53	322 71	.....
Totals.....	\$113,048 06	\$126,174 56	\$13,126 48	865 13

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$100,000 00	\$100,000 00	.....	.....
Current liabilities	9,322 75	24,143 72	\$14,820 97	.....
Replacement funds.....	919 41	1,842 50	923 09	.....
Profit and loss.....	2,806 92	188 34	.....	\$2,617 58
Totals.....	\$113,048 06	\$126,174 56	\$13,126 48	.....

SPOKANE INTERNATIONAL RAILWAY COMPANY.

HISTORY.

The Spokane International Railway Company was organized January 16, 1905, under the laws of the States of Washington and Idaho. It has never been consolidated or reorganized.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
D. C. Corbin.....	Spokane, Wash.....	July 19, 1909
Albert Allen.....	Spokane, Wash.....	July 19, 1909
Geo. H. Martin.....	Spokane, Wash.....	July 19, 1909
F. D. Allen.....	Spokane, Wash.....	July 19, 1909
A. H. Sperry.....	Spokane, Wash.....	July 19, 1909
Austin Corbin.....	Spokane, Wash.....	July 19, 1909
J. K. O. Sherwood.....	New York City.....	July 19, 1909
Alfred C. Chapin.....	New York City.....	July 19, 1909
Chester W. Chapin.....	New York City.....	July 19, 1909

At the date of the last election the total number of stockholders was 87. The last meeting of stockholders for the election of directors was held July 19, 1909.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
President	D. C. Corbin	Spokane, Wash
Vice President	Austin Corbin, 2nd	Spokane, Wash
Secretary and Treasurer	Alfred C. Chapin	New York City
Attorney	Albert Allen	Spokane, Wash
Auditor	Geo. H. Martin	Spokane, Wash.
Assistant Auditor	J. Carl Williams	Spokane, Wash
Chief Engineer	E. G. Taber	Spokane, Wash
Superintendent	E. J. Roberts	Spokane, Wash.
General Freight Agent	Geo. H. Martin	Spokane, Wash
General Passenger Agent	Geo. H. Martin	Spokane, Wash.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$16,339 23
Due from agents	30,283 42
Due from solvent companies and individuals	68,880 74
Balance current liabilities	864,702 23

Total..... \$979,705 62

Materials and supplies on hand not included above, \$20,401.78.

Current liabilities accrued to and including June 30, 1909:

Loans and bills payable	\$746,811 78
Audited vouchers and accounts	39,458 31
Wages and salaries	27,136 42
Traffic balances due to other companies	88,375 86
Miscellaneous	77,923 25

Total..... \$979,705 62

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road and equipment...	\$8,746,228 06	\$8,780,915 62	\$34,687 56	.....
Cash and current assets	101,809 08	115,008 39	13,194 31	.....
Materials and supplies	12,172 01	20,401 78	8,229 77	.....
Profit and Loss	408,646 27	468,384 83	54,738 56	.....
Totals	\$9,268,855 40	\$9,379,705 62	\$110,850 22	.....

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$4,200,000 00	\$4,200,000 00	.....	.....
Funded debt	4,200,000 00	4,200,000 00	.....	.....
Current liabilities	868,855 40	979,705 62	\$110,850 22	.....
Totals	\$9,268,855 40	\$9,379,705 62	\$110,850 22	.....

SPOKANE, PORTLAND AND SEATTLE RAILWAY CO.

HISTORY.

The Spokane, Portland & Seattle Railway Company was organized August 22, 1905, under the general laws of the State of Washington. It has never been reorganized.

<i>Names of Trustees.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
Francis B. Clarke.....	Portland, Ore.....	February, 1910
J. C. Flanders.....	Portland, Ore.....	February, 1910
H. C. Nutt.....	Tacoma, Wash.....	February, 1910
M. P. Martin.....	Tacoma, Wash.....	February, 1910
F. V. Brown.....	Seattle, Wash.....	February, 1910

At the date of the last election the total number of stockholders was 7. The last meeting of stockholders for the election of directors was held February 18, 1909.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Office Address.</i>
President	Francis B. Clark.....	Portland, Ore.
Vice President.....	H. C. Nutt.....	Tacoma, Wash.
Secretary	M. P. Martin.....	Tacoma, Wash.
Treasurer	C. A. Clark.....	St. Paul, Minn.
Attorney	Carey & Kerr.....	Portland, Ore.
Comptroller	M. P. Martin.....	Tacoma, Wash.
Auditor	E. Askevold.....	Portland, Ore.
Chief Engineer.....	T. H. Creswell.....	Portland, Ore.
Gen'l Superintendent.....	J. Russell.....	Portland, Ore.
Gen'l Frt. & Passgr. Agent.....	H. M. Adams.....	Portland, Ore.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$253,558 87
Due from agents.....	64,808 99
Due from solvent companies and individuals.....	367,540 35
Traffic balances due from other companies.....	956,789 48
Other cash assets (excluding materials and supplies).....	7,071 07
Balance current liabilities.....	556,078 44

Total..... \$2,205,847 20
Materials and supplies on hand, \$93,739.87.

Current liabilities accrued to and including June 30, 1909:

Audited vouchers and accounts.....	\$578,067 95
Wages and salaries.....	125,992 25
Traffic balances due to other companies.....	1,062,138 01
Miscellaneous	439,648 99
Total.....	\$2,205,847 20

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	*.....	\$48,098,008 17		
Cost of equipment.....	*.....	1,126,141 54		
General expenditures.....	*.....	2,426,561 70		
Stocks owned.....	*.....	166,921 45		
Funded debt owned.....	*.....	4,780,862 24		
Cash and current assets.....	*.....	1,649,768 76		
Materials and supplies.....	*.....	98,739 87		
Total.....		\$58,892,008 73		

* Not operated in 1908.

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Current liabilities.....	*.....	\$2,205,847 20		
Northern Pacific Ry. Co. advances.....	*.....	23,868,997 95		
Great Northern Ry. Co. advances.....	*.....	22,206,771 24		
Profit and loss.....	*.....	506,387 34		
Total.....		\$58,892,008 73		

* Not operated in 1908.

SPOKANE UNION DEPOT COMPANY.

HISTORY.

The Spokane Union Depot Company was organized December 10, 1900, under the laws of the State of Oregon.

Title 1 of chapter XXXII of Bills' Annotated Laws of Oregon (1887), comprising sections 3217 to 3238, both inclusive, as amended by the following acts of the Legislative Assembly of Oregon:

Act approved February 20, 1891, amending section 3218 above named (Laws 1891, page 110).

Act of February 20, 1893, amending section 3224 above named (Laws 1893, page 62).

Act of February 27, 1901, amending section 3224 (Laws 1901, page 306).

Act of February 21, 1893, amending section 3238 above named (Laws 1893, page 112).

Bellinger & Cotton's Annotated Codes and Statutes of Oregon, sections 5052 to 5073, and Laws of 1903 of the State of

Oregon, pages 39, 41 and 212, and Laws of Oregon, 1905, pages 111, 299, 300 and 325.

This company has never been consolidated or reorganized.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
E. H. Harriman.....	New York City.....	Term expires
E. L. Lovett.....	New York City.....	first Thursday
W. R. Litzenberg.....	Portland, Ore.....	in September,
W. W. Cotton.....	Portland, Ore.....	1909, or
C. G. Sutherland.....	Portland, Ore.....	when suc-
J. P. O'Brien.....	Portland, Ore.....	cessors are
A. C. Spencer.....	Portland, Ore.....	elected and
J. G. Wilson.....	Portland, Ore.....	qualified.

At the date of the last election the total number of stockholders was 10. The last meeting of stockholders for the election of directors was held September 3, 1908. The postoffice address of the general office is Portland, Oregon, and that of the operating office is the same.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Offical Address.</i>
Chairman of the Board.....	E. H. Harriman.....	New York City
President	E. H. Harriman.....	New York City
Vice President.....	J. P. O'Brien.....	Portland, Ore.
Secretary	W. R. Litzenberg.....	Portland, Ore.
Treasurer	F. V. S. Crosby.....	New York City
Assistant Secretary.....	Allen Millar.....	New York City
Ass't Treasurer.....	R. Les Barnes.....	Portland, Ore.
General Auditor.....	Erastus Young.....	Omaha, Neb.
Auditor	R. Blaisdell.....	Portland, Ore.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

<i>Cash and current assets available for payment of current liabilities:</i>	
Balance current liabilities.....	\$396,556 43
Total.....	\$396,556 43
<i>Current liabilities accrued to and including June 30, 1909:</i>	
Loans and bills payable.....	\$250,000 00
Audited vouchers and accounts.....	146,556 43
Total.....	\$396,556 43

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$496,558 66	\$521,556 43	\$25,002 77	.....
Totals.....	\$496,558 66	\$521,556 43	\$25,002 77	.....

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$125,000 00	\$125,000 00	.....	.....
Current liabilities	871,553 66	390,556 48	\$25,002 77	.....
Totals	\$496,553 66	\$521,556 48	\$25,002 77	.....

TACOMA EASTERN RAILROAD COMPANY.

HISTORY.

The Tacoma Eastern Railroad Company was originally organized July 14, 1890, under the laws of the State of Washington, and reorganized February 17, 1903, for the purpose of increasing the capital stock from \$250,000 to \$1,500,000.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
W. M. Ladd	Portland, Ore.....	June 29, 1909
Chas. E. Ladd.....	Portland, Ore.....	June 29, 1909
Edward Cookingham.....	Portland, Ore.....	June 29, 1909
John Bagley.....	Tacoma, Wash.....	Jan. 11, 1910
R. B. Smith.....	Tacoma, Wash.....	June 29, 1909
L. J. Pentecost.....	Tacoma, Wash.....	June 29, 1909
E. M. Hayden.....	Tacoma, Wash.....	June 29, 1909

At the date of the last election the total number of stockholders was 8. The last meeting for the election of directors was held June 29, 1909. The postoffice address of the general office is Tacoma, Washington, and that of the operating office is Tacoma, Washington.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
Chairman of Board.....	Edward Cookingham.....	Portland, Ore.
President	Edward Cookingham.....	Portland, Ore.
First Vice President.....	John Bagley.....	Tacoma, Wash.
Secretary	E. M. Hayden.....	Tacoma, Wash.
Treasurer	L. J. Pentecost.....	Tacoma, Wash.
Auditor	Samuel Wilson.....	Tacoma, Wash.
General Manager.....	John Bagley.....	Tacoma, Wash.
General Superintendent.....	G. F. Wentworth.....	Tacoma, Wash.
General Freight Agent.....	Samuel Wilson.....	Tacoma, Wash.
General Passenger Agent.....	Samuel Wilson.....	Tacoma, Wash.
Attorney	E. M. Hayden.....	Tacoma, Wash.

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$23,607 86
Due from agents.....	8,450 19
Due from solvent companies and individuals.....	29,545 73
Traffic balances due from other companies.....	4,269 70
Accrued taxes	
Balance current liabilities.....	1,137,267 24

Total..... \$1,203,140 72

Materials and supplies on hand not included above, \$35,842.00.

Current liabilities accrued to and including June 30, 1909:

Loans and bills payable.....	\$1,076,509 39
Audited vouchers and accounts.....	24,469 19
Wages and salaries.....	13,393 61
Equipment replacement accounts.....	53,351 54
Miscellaneous	764 42
Accrued interest	32,152 78
Accrued taxes	2,499 79

Total..... \$1,203,140 72

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase..	Decrease..
Cost of road.....	\$2,715,889 04	\$2,765,629 55	\$49,740 51	
Cost of equipment.....	539,252 08	586,214 17		\$3,067 86
General expenditures	268,152 40	279,296 50	11,144 10	
Cash and current assets.....	53,559 87	65,873 48	12,316 61	
Materials and supplies.....	39,009 01	35,842 00		3,167 01
Totals.....	\$3,615,892 35	\$3,682,855 70	\$66,993 35	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase..	Decrease..
Capital stock	\$1,500,000 00	\$1,500,000 00		
Funded debt	884,000 00	884,000 00		
Current liabilities	1,141,684 76	1,203,140 72	\$61,255 96	
Profit and loss.....	89,977 59	95,714 98	5,737 39	
Totals.....	\$3,615,892 35	\$3,682,855 70	\$66,993 35	

WASHINGTON, IDAHO AND MONTANA RAILWAY CO.

HISTORY.

The Washington, Idaho & Montana Railway Company was organized March 9, 1905, under the laws of the State of Maine. It has not been reorganized.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
F. H. Thatcher.....	Winona, Minn.....	
F. E. Weyerhauser.....	St. Paul, Minn.....	
C. A. Weyerhauser.....	Little Falls, Minn.....	
E. D. Musser.....	Little Falls, Minn.....	
William Musser.....	Iowa City, Iowa.....	

At the date of the last election the total number of stockholders was 6. The last meeting of stockholders for the election of directors was held August 12, 1909.

OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Official Address.</i>
President	F. H. Thatcher.....	Winona, Minn.
First Vice President.....	F. E. Weyerhauser.....	St. Paul, Minn.
Secretary	C. R. Musser.....	Muscatine, Iowa
Treasurer	F. S. Bell.....	Winona, Minn.
Auditor and Ass't Treasurer.....	A. W. Laird.....	Potlatch, Idaho
General Manager.....	William Deary.....	Potlatch, Idaho
General Superintendent.....	J. D. Morrissey.....	Potlatch, Idaho

CURRENT ASSETS AND LIABILITIES, JUNE 30, 1909.

Cash and current assets available for payment of current liabilities:

Cash	\$10,512 96
Due from solvent companies and individuals.....	1,368 46
Traffic balances due from other companies.....	3,222 29
Other cash assets (excluding materials and supplies).....	42 56
Balance current liabilities.....	1,325,004 34

Total	\$1,840,150 51
Materials and supplies at hand, \$46,952.12.	

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Cost of road.....	\$1,891,497 27	\$1,941,457 11	\$49,959 84	
Cost of equipment.....	329,998 47	355,471 06	25,472 59	
General expenditures	26,390 79	26,390 79		
Cash and current assets.....	12,668 87	15,146 27	2,477 40	
Materials and supplies.....	34,899 27	46,962 12	12,062 85	
Totals.....	\$2,295,474 67	\$2,385,417 35	\$89,942 68	

LIABILITIES.	June 30, 1908.	June 30, 1909.	Year Ending June 30, 1909.	
			Increase.	Decrease.
Capital stock	\$1,000,000 00	\$1,000,000 00		
Current liabilities	1,236,787 15	1,340,150 61	\$103,363 46	
Profit and loss.....	8,687 52	45,266 74	36,579 22	
Totals.....	\$2,295,474 67	\$2,385,417 35	\$89,942 68	

REPORTS OF EXPRESS COMPANIES.

SYNOPSIS OF THE ANNUAL REPORT OF THE GREAT NORTHERN EXPRESS COMPANY, as Rendered to the Railroad Commission of Washington, for the year ending June 30, 1909.

HISTORY AND ORGANIZATION.

The Great Northern Express Company was organized January 1, 1892, under the laws of the State of Minnesota, and is not a consolidated or reorganized company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
R. I. Farrington.....	St. Paul, Minn.....	October 14, 1909
L. W. Hill.....	St. Paul, Minn.....	October 14, 1909
E. Sawyer.....	St. Paul, Minn.....	October 14, 1909
J. M. Gruber.....	St. Paul, Minn.....	October 14, 1909
W. W. Broughton.....	St. Paul, Minn.....	October 14, 1909

The total number of stockholders at the date of the last election was six, and date of last meeting for election of directors was October 8, 1908. The postoffice address of the general office of the company is St. Paul, Minn., and the general office in Washington is Spokane, F. L. Clark, Jr., general western agent.

<i>Names of Officers.</i>	<i>Title.</i>	<i>Location of Office.</i>
R. I. Farrington.....	President	St. Paul, Minn.
L. W. Hill.....	Vice President.....	St. Paul, Minn.
E. Sawyer.....	Secretary and Treasurer.....	St. Paul, Minn.
D. S. Elliott.....	General Manager.....	St. Paul, Minn.
G. A. Yates.....	Auditor	St. Paul, Minn.
F. L. Clark, Jr.....	General Western Agent.....	Spokane, Wash

CAPITAL STOCK.

Number of shares authorized, 10,000.
 Par value of shares, \$100 each.
 Total par value authorized, \$1,000,000.00.
 Total amount issued and outstanding, \$1,000,000.00.
 Dividends declared, \$500,000.00; 50 per cent.

LANDS AND BUILDINGS OWNED BY EXPRESS COMPANY IN WASHINGTON.

Where located: Wenatchee.
 Value, \$1,172.57. Total, \$1,172.57.

ANNUAL REPORT OF GREAT NORTHERN EXPRESS COMPANY.

ROUTES OVER WHICH EXPRESS COMPANY OPERATES IN WASHINGTON.

NAMES OF RAILROADS AND BOAT LINES.	TERMINALS.		MILEAGE.	
	From	To	Entire Line.	In Wash- ington.
Great Northern Railway and branches	St. Paul.....	Seattle	6,955.91	847.01
Coeur d'Alene Spokane Ry., Ltd.	Spokane.....	Hayden Lake and branch to Liberty Lake	42.58	20.26
Spokane & Inland Ry.	Spokane.....	Moscow	127.06	111.86
Olympia & Tacoma Nav. Co.	Spring Valley	Colfax	50.00	50.00
Col. & P. S. Nav. Co.	Seattle	Olympia.....	26.00	26.00
P. S. Nav. Co.	Seattle	Tacoma	90.00	60.00
Totals.....			7,291.50	1,115.18

CONTRACTS AND AGREEMENTS WITH TRANSPORTATION LINES IN THE
STATE OF WASHINGTON.

Paid for transportation facilities to—

Olympia & Tacoma Transportation Co., \$20.00 per month.

Columbia River & Puget Sound Navigation Co., \$50.00 per month.

Puget Sound Navigation Co., \$50.00 per month.

Great Northern Railway Co., 40 per cent. of gross receipts.

Except Spokane Falls & Northern Railway, which we pay 50 per cent. of
gross receipts.

Courer d'Alene & Spokane Railway Co., 50 per cent. of gross earnings.

Spokane & Inland Railway Co., 50 per cent. of gross earnings.

VALUE OF EXPRESS PROPERTY IN WASHINGTON.

At stations exclusive of land and buildings—

	Amount.	Total.
Horses	\$7,787 50	
Wagons and harness.....	6,957 24	
Safes and chests.....	3,695 71	
Office furniture	4,176 38	
Other property	3,877 39	
		\$26,494 22

On routes (in boats and cars)—

Safes and chests.....	\$942 57	
Other property	317 24	
		1,259 81

Lands and buildings owned in state—

Building at Wenatchee.....	\$1,172 57	
Safes, chests and furniture, Spokane agent's office...	204 95	
		1,377 52

Total of all property in state..... \$31,131 55

CURRENT ASSETS AND LIABILITIES—ENTIRE LINE.

Assets—

Cash	\$121,300 08
Due from solvent companies and individuals.....	843,896 27
Due from agents and messengers.....	92,301 06
Traffic balances due from other companies.....	95 26

Total..... \$1,057,592 67

Liabilities—

Unpaid money orders, travelers' checks, etc.....	\$63,385 38
Audited vouchers and accounts.....	30,065 35
Traffic balances due to other companies.....	8,547 81
Express privileges	82,825 94
Balance cash assets.....	872,768 19

Total.....\$1,057,592 67

BALANCE SHEET—ENTIRE LINE.

Assets—

Advance payments under contracts.....	\$320,000 00
Equipment and property.....	71,288 91
Cash and other current assets.....	1,057,592 67

Total.....\$1,448,881 58

Liabilities—

Capital stock	\$1,000,000 00
Current liabilities	184,824 48

Reserves—

Insurance fund	\$6,124 17
Fund for extraordinary losses.....	100,000 00
	106,124 17

Profit and loss.....157,932 93

Total.....\$1,448,881 58

EARNINGS.

*In Washing-
ton only.*

From money orders.....	\$2,635 82
From transportation of money and other valuable packages and freight	281,286 60

Total.....\$283,922 42

EXPENSES.

*In Washing-
ton only.*

Contracts with railroads.....	\$120,011 83
Salaries of officers.....	2,160 36
Salaries of employes.....	101,587 51
Loss and damage to freight.....	2,241 38
Insurance	676 80
Rents	12,073 92
Miscellaneous	21,948 72

Total operating expenses.....\$260,700 52

Percentage of operating expenses to gross earning.....91 82

Excess earnings

\$23,221 90

Less taxes

13,953 76

Net earnings\$9,268 14

INCOME ACCOUNT—ENTIRE LINE.

Gross earnings from operation.....	\$2,164,433 44
Less operating expenses.....	592,861 15
	<hr/> \$1,572,072 29
Payments to railroads and other transportation companies.....	911,493 22
Taxes accrued	31,342 69
	<hr/>
Income from operations.....	\$629,236 38
Dividends, 50 per cent. on stock.....	500,000 00
Surplus from operation, year ending June 30, 1909.....	129,236 38
Surplus brought forward from previous period.....	28,696 55
Surplus on June 30, 1908.....	157,932 93

SYNOPSIS OF THE ANNUAL REPORT OF THE NORTHERN EXPRESS COMPANY, as Rendered to the Railroad Commission of Washington, for the year ending June 30, 1909.

HISTORY AND ORGANIZATION.

The Northern Pacific Express Company was organized June 1, 1883, under the laws of the State of Minnesota, and was re-organized June 1, 1906, under the laws of the State of New Jersey and renamed the Northern Express Company. The Northern Express Company is not a consolidated company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
Howard Elliott.....	St. Paul, Minn.....	October 6, 1909
James N. Hill.....	34 Nassau St., New York City.....	October 6, 1909
J. M. Hannaford.....	St. Paul, Minn.....	October 6, 1909
C. W. Bunn.....	St. Paul, Minn.....	October 6, 1909
Geo. H. Earl.....	35 Nassau St., New York City.....	October 6, 1909

The total number of stockholders at the date of the last election was six, and date of last meeting for election of directors was October 7, 1908. The postoffice address of the general office of the company is St. Paul, Minn. Postoffice address of general office of Washington is Tacoma, Wash.

<i>Names of Officers.</i>	<i>Title.</i>	<i>Location of Office.</i>
J. M. Hannaford.....	President	St. Paul, Minn.
James N. Hill.....	Vice President.....	New York City
C. A. Clark.....	Treasurer	St. Paul, Minn
R. H. Relf.....	Secretary	St. Paul, Minn
H. A. Gray.....	Comptroller	St. Paul, Minn.
E. K. Punnett.....	Auditor	St. Paul, Minn
C. B. Cooper.....	General Superintendent.....	St. Paul, Minn
W. S. Hay.....	Superintendent	St. Paul, Minn
M. G. Hall.....	Superintendent	Portland, Ore.
C. W. Bunn.....	General Counsel.....	St. Paul, Minn

CAPITAL STOCK.

Number of shares authorized, 50,000.
 Par value of shares, \$100 each.
 Total par value authorized, \$5,000,000.00.
 Total amount issued and outstanding, \$5,000,000.00.
 Dividends declared, 8 per cent., \$400,000.00.

ANNUAL REPORT OF NORTHERN EXPRESS COMPANY.

ROUTES OVER WHICH EXPRESS COMPANY OPERATES IN WASHINGTON.

NAMES OF RAILROADS AND BOAT LINES.	TERMINALS.		MILEAGE.	
	From	To	Entire Line.	In Wash- ington.
(List of each railroad and boat line separately and not by systems).				
Northern Pacific Ry. Co.....	St. Paul.....	Seattle and branches	5,733.30	1,634.35
Columbia & Puget Sound Ry..	Seattle	Franklin	34.00	34.00
Spokane, Portland & Seattle Ry.	Pasco	Vancouver	377.05	367.05
Shelton Transportation Co....	Olympia.....	Shelton.....	18.00	18.00
Port Orchard Route.....	Seattle	Bremerton	17.00	17.00
Puget Sound Navigation Co...	Seattle	{ Victoria	186.00	186.00
		{ Pt. Gamble ..		
		{ Pt. Angeles .. }		
Everett Railway, Light & Wa- ter Co.	Everett.....	Snohomish	8.00	8.00
Totals.....			6,373.35	2,264.40

CONTRACTS AND AGREEMENTS WITH TRANSPORTATION LINES WITHIN
STATE OF WASHINGTON.

Northern Pacific Railway Company, agreement July 1, 1906, for 50 years,
50 per cent. of gross earnings.

*Columbia & Puget Sound Railway, agreement July, 1906, for indefinite term,
40 per cent. of gross earnings.

Shelton Transportation Company, agreement July, 1906, for indefinite term,
\$25.00 per month.

Port Orchard Route, agreement July, 1906, for indefinite term, \$50.00 per
month.

Puget Sound Navigation Company, agreement July, 1906, for indefinite term,
\$125.00 per month.

Everett Railway, Light & Water Company, agreement July, 1906, for in-
definite term, \$100.00 per month.

Spokane, Portland & Seattle Railway, 50 per cent. of gross earnings.

VALUE OF EXPRESS PROPERTY IN WASHINGTON.

At stations exclusive of land and buildings—	Amount.	Total.
Horses	\$13,588 50	
Wagons and harness.....	12,092 45	
Safes and chests.....	9,225 68	
Office furniture	2,767 21	
Other property	8,532 55	
		\$46,206 39

*NOTE.—When 40 per cent. of gross earnings does not equal earnings if ship-
ment was hauled by freight, then freight charge is allowed. Shipments under
seven pounds as special traffic matter, rate charges are divided equally.

On routes (in cars and boats)—

Safes and chests.....	\$890 40	
Other property	590 00	
		<u>1,480 40</u>

Total of all property in state..... \$47,686 79

No land or buildings owned in the state.

CURRENT ASSETS AND LIABILITIES—ENTIRE LINE.

Assets—

Cash	\$467,503 14
Due from solvent companies and individuals.....	29,472 73
Due from agents.....	111,698 20
Traffic balances due from other companies.....	62,766 39
Miscellaneous	2,397 55
Total.....	<u>\$673,838 01</u>

Liabilities—

Unpaid money orders.....	\$101,285 62
Accounts payable	24,834 77
Wages and salaries.....	21,667 22
Traffic balances due to other companies.....	18,174 43
Express privileges	175,097 08
Miscellaneous	13,832 38
Balance cash assets.....	318,946 51
Total.....	<u>\$673,838 01</u>

BALANCE SHEET—ENTIRE LINE.

Assets—

Bonds owned	\$124,904 58
Equipment	189,408 54
Stock owned	193,167 65
Current assets	673,838 01
Stock subscription	
Contract with Northern Pacific Express Co.....	4,700,000 00
Total.....	<u>\$5,881,318 78</u>

Liabilities—

Capital stock	\$5,000,000 00
Current liabilities	354,891 50
Profit and loss.....	526,427 28
Total.....	<u>\$5,881,318 78</u>

EARNINGS.

	<i>Entire Line.</i>	<i>In Washing- ton only.</i>
From money orders.....	\$16,414 25	14,234 39
Custom House brokerage fees.....	141 46	
From transportation of money and other valuable packages and also from freight.....	3,049,223 14	563,063 09
C. O. D. checks.....	37,683 63	
Total income.....	<u>\$3,108,462 48</u>	<u>\$577,297 48</u>

EXPENSES.		In Washing-
	Entire Line.	ton only.
Contracts with railroads.....	\$1,489,149 70	None kept.
Maintenance	21,255 03	None kept.
Traffic expense	12,785 87	None kept.
Transportation expense	760,481 35	None kept.
General expense	55,716 48	None kept.
Taxes	40,707 82	None kept.
Total.....	\$2,380,096 05	
Net earnings from operation.....		\$723,366 43
Miscellaneous income, interest received.....		28,098 04

INCOME ACCOUNT—ENTIRE LINE.

Gross earnings from operation.....	\$3,103,462 48
Less operating expenses.....	\$850,238 53
Payments to railroads and other transportation companies	1,489,149 70
Taxes accrued	40,707 82
	2,380,096 05
Income from operations.....	\$723,366 43
Miscellaneous income (interest received).....	28,098 04
Net income	\$751,464 47
Extinguishment of contract.....	100,000 00
Dividends, 8 per cent. on stock.....	400,000 00
Surplus from operation, year ending June 30, 1909.....	\$251,464 47
Surplus brought forward from previous period.....	277,156 02
Surplus on June 30, 1909.....	\$528,620 49
Less accounts written off.....	2,193 21
Total.....	\$526,427 28

SYNOPSIS OF THE ANNUAL REPORT OF THE WESTERN EXPRESS COMPANY, as Rendered to the Railroad Commission of Washington, for the year ending June 30, 1909.

HISTORY AND ORGANIZATION.

The Western Express Company was organized October 30, 1894, under the laws of the State of Wisconsin, chapter 86 of the Revised Statutes thereof, and is not a consolidated or re-organized company.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. Pennington.....	Minneapolis, Minn.....	October 30, 1909
W. F. Fitch.....	Marquette, Mich.....	October 30, 1909
W. L. Martin.....	Minneapolis, Minn.....	October 30, 1909
H. B. Dike.....	Minneapolis, Minn.....	October 30, 1909
C. W. Gardner.....	Minneapolis, Minn.....	October 30, 1909

The total number of stockholders at the last election was 6, which election was held October 30, 1908. The postoffice address of the general office of the company is at Superior, Wisconsin, and has no general office in Washington. R. Helme, superintendent at Vancouver, B. C., is the officer in charge of the business for the State of Washington.

<i>Names of Officers.</i>	<i>Title.</i>	<i>Location of Office.</i>
E. Pennington.....	President	Minneapolis, Minn.
W. F. Fitch.....	Vice President.....	Marquette, Mich.
H. B. Dike.....	Secretary & Gen'l Solicitor.....	Osceola, Wis.
C. F. Clement.....	Treasurer	Minneapolis, Minn.
W. S. Stout.....	General Manager.....	Toronto, Ont.
W. H. Burr.....	Traffic Manager.....	Toronto, Ont.
S. A. Davis.....	Superintendent	St. Paul, Minn.
H. C. Anderson.....	Auditor M. O. Accts.....	Toronto, Ont.
W. H. Plant.....	Auditor Traffic Accts.....	Toronto, Ont.

CAPITAL STOCK.

Number of shares authorized, 1,000.
 Par value of shares, \$100.00 each.
 Total par value authorized, \$100,000.00.
 Total amount issued and outstanding, \$50,000.00.
 No dividend declared last year.

ROUTES OVER WHICH EXPRESS COMPANY OPERATES IN WASHINGTON.

NAMES OF RAILROADS AND BOAT LINES. (List of each railroad and boat line separately and not by systems).	TERMINALS.		MILEAGE.	
	From	To	Entire Line.	In Wash- ington.
Bellingham Bay & British Co. lumbia Ry.	Bellingham.....	Glacier	49.07	49.07
Kettle River Valley R. R.	Internat'l B'd'y..	Republic.....	37.00	37.00
Spokane & International Ry....	Spokane.....	Eastport, Ida....	141.00	18.06
Idaho & Washington Northern	Spokane.....	Newport.....	47.06	47.06
	Coleman.....	Claystone.....		
Total.....	.....	.....	274.13	151.18

CONTRACTS AND AGREEMENTS WITH TRANSPORTATION LINES IN THE
STATE OF WASHINGTON.

Paid for transportation facilities to—

Bellingham Bay & British Columbia Railroad Company, 40 per cent. of gross receipts.

Spokane & British Columbia Railway Company, 40 per cent. of gross receipts.

Spokane International Railway Company, 40 per cent. of gross receipts.*

Idaho & Washington Railroad Company, 40 per cent. of gross receipts.

* 15c per 100 pounds on fruit in carloads for Winnipeg, received in transfer at Spokane.

VALUE OF EXPRESS COMPANY'S PROPERTY IN WASHINGTON.

Horses		\$850 00
Wagons and harness.....		863 24
Safes and chests.....		196 16
Office furniture		747 63
Other property		446 11
Total.....		<u>\$3,103 14</u>
Safes and chests in cars and boats.....	\$176 54	
Other property in cars and boats.....	122 54	
Total.....		<u>299 08</u>
Total of all property in state.....		<u>\$3,402 22</u>

CURRENT ASSETS AND LIABILITIES—ENTIRE LINE.

Assets—		
Cash		\$85,472 42
Due from agents.....		
Miscellaneous		12,523 11
Total.....		<u>\$97,995 53</u>
Liabilities—		
Unpaid money orders.....		\$9,627 89
Miscellaneous		9,501 32
Balance cash assets.....		78,866 32
Total.....		<u>\$97,995 53</u>

EARNINGS.

	<i>Entire Line.</i>	<i>In Washing- ton only.</i>
From money orders, etc.....	\$10,389 77	\$442 27
From freight	624,700 53	26,227 69
Total.....	<u>\$635,090 30</u>	<u>\$26,669 96</u>

EXPENSES.

	<i>Entire Line.</i>	<i>In Washing- ton only.</i>
Contracts with railroads.....	\$308,184 35	\$6,914 96
Maintenance	4,767 03	1,187 50
Traffic expense	11,298 25	10,113 40
Transportation expense	200,260 22	
General expense	16,866 60	2,891 93
Taxes	2,605 92	463 32
Total.....	<u>\$543,982 37</u>	<u>\$21,571 11</u>
Net earnings	\$91,007 93	\$5,562 17
Per cent. of operating expenses to gross earnings.....	71.33	80.90

INCOME ACCOUNT—ENTIRE LINE.

Gross earnings from operation.....		\$635,090 30
Less operating expenses.....	\$235,798 02	
Payments to railroads and transportation companies	308,184 35	
		<u>543,982 47</u>
Income from operation.....		<u>\$91,107 93</u>
No dividends declared.		

Surplus from operation, year ending June 30, 1909	\$91,107 93	
Accumulated profits	165,383 62	
		\$256,491 55
Profits divided		192,300 00
Balance credit June 30, 1909		\$64,191 55

BALANCE SHEET—ENTIRE LINE.

Assets—		
Cash on hand.....		\$97,995 53
Expended for equipment.....		32,162 23
Real property		3,163 00
Total.....		\$133,320 76
Liabilities—		
Capital		\$50,000 00
Current liabilities		19,129 21
Profit and loss.....		64,191 55
Total.....		\$133,320 76

SYNOPSIS OF THE ANNUAL REPORT OF THE PACIFIC EXPRESS COMPANY, as Rendered to the Railroad Commission of Washington, for the year ending June 30, 1909.

HISTORY AND ORGANIZATION.

The Pacific Express Company was organized October 1, 1879, under the laws of the State of Nebraska (Laws of 1886, chapter 25). This law as amended by chapter 13 of the Laws of 1891, and chapter 18 of the Laws of 1897, is now embraced in sections 4100 to 4136, chapter X, General Laws of 1907, as found in Cobby's Annotated Statutes of Nebraska, Vol. II. It is not a consolidated company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
James Eggleston.....	St. Louis, Mo.....	December 31, 1909
C. S. Clarke.....	St. Louis, Mo.....	December 31, 1909
S. B. Schuyler.....	St. Louis, Mo.....	December 31, 1909
T. B. Pryor.....	St. Louis, Mo.....	December 31, 1909
F. A. Delano.....	Chicago, Ill.....	December 31, 1909
J. Kruttschnitt.....	Chicago, Ill.....	December 31, 1909
Erastus Young.....	Omaha, Neb.....	December 31, 1909

The total number of stockholders at the date of the last election was 12, and date of last meeting for election of directors was January 7, 1909. The postoffice address of the company is St. Louis, Mo.

Names of Officers.	Title.	Location of Office.
James Eggleston....	President	St. Louis and New York, N. Y.
T. B. Pryor.....	Vice President.....	St. Louis and New York, N. Y.
W. R. Carter.....	Secretary and Treasurer..	St. Louis and New York, N. Y.
J. L. Minnis.....	General Counsel.....	St. Louis and New York, N. Y.
J. A. Brewster.....	Auditor	St. Louis and New York, N. Y.
F. C. Gentsch.....	General Superintendent...	St. Louis and New York, N. Y.
J. T. Daniel.....	Asst. Gen'l Superintendent	St. Louis and New York, N. Y.
M. C. Thaxton.....	Superintendent of Tariffs..	St. Louis and New York, N. Y.

CAPITAL STOCK.

Number of shares authorized, 60,000.
 Par value of shares, \$100 each.
 Total par value authorized, \$6,000,000.
 Total amount issued and outstanding, \$6,000,000.
 Dividends declared, 7½ per cent., \$450,000.

LANDS AND BUILDINGS OWNED IN WASHINGTON.

The company owns a depot building at Spokane (on leased ground) which (building) is valued at \$2,700.00.

ANNUAL REPORT OF THE PACIFIC EXPRESS COMPANY.

ROUTES OVER WHICH EXPRESS COMPANY OPERATES IN WASHINGTON.

ILWACO RAILROAD COMPANY.

TERMINALS.		MILEAGE	
From	To	Entire Line	In Wash- ington
Meglers, Wash.....	Nahcotta, Wash.....	34	29
Astoria, Oregon	Meglers, Wash.....		

OREGON RAILWAY AND NAVIGATION COMPANY.

Umatilla, Oregon.....	Wallulu, Wash.....		
Walla Walla, Wash.....	Grange City, Wash.....		
Grange City, Wash. ...	Spokane, Wash.....		
Winona, Wash.....	Seltice, Wash.....		
Pendelton, Oregon.....	Grange City, Wash.....	1,218	480
Wallulu, Wash.....	Walla Walla, Wash.....		
Bolles, Wash.....	Turner, Wash.....		
Starbuck, Wash.....	Pomeroy, Wash.....		
LaCrosse, Wash.....	Connell, Wash.....		
Colfax, Wash.....	Moscow, Idaho.....		
Tekoa, Wash.....	Wallace, Idaho.....		

OREGON, WASHINGTON AND IDAHO RAILROAD CO.

Riparia, Wash.....	Lewiston, Idaho.....	78	72
Total in Washington....			509

CONTRACTS AND AGREEMENTS WITH TRANSPORTATION LINES IN THE STATE OF WASHINGTON.

Paid for transportation facilities to—

Ilwaco Railroad Company, 50 per cent.
 Oregon Railway & Navigation Company, 50 per cent.
 Oregon, Washington & Idaho Railroad Company, 50 per cent.

VALUE OF EXPRESS PROPERTY IN WASHINGTON.

At stations, exclusive of lands and buildings—

	Amount.	Total.
Horses	\$1,300 00	
Wagons and harness.....	1,056 50	
Safes and chests.....	765 00	
Office furniture	438 05	
Other property	389 25	
		\$3,948 80

On routes (in cars)—

Safes and chests.....	\$42 00	
Other property	5 70	
		74 70

Building owned in state—

Depot building at Spokane.....		2,700 00
--------------------------------	--	----------

Total of all property in state..... \$6,723 50

CURRENT ASSETS AND LIABILITIES—ENTIRE LINE.

Assets—

Cash	\$440,162 85
Bills receivable	395,000 00
Due from agents.....	256,525 84
Due from solvent companies and individuals.....	23,273 73
Traffic balance due from other companies.....	62,695 98
Auditor's "Expense Letter" account.....	1,603 16
Bonds	54,581 25

Total.....\$1,233,842 81

Liabilities—

Unpaid money orders, checks.....	\$106,878 76
Audited vouchers and accounts.....	400,463 76
Traffic balances due to other companies.....	3,374 37
Express privileges	185,985 50
Balance, cash assets.....	537,150 42

Total.....\$1,233,842 81

BALANCE SHEET—ENTIRE LINE.

Assets—

Expenditures for real property.....	\$326,839 12
Expenditures for equipment.....	356,873 22
Cash and current assets.....	1,233,842 81
Materials and supplies.....	12,769 18
Franchises	6,000,000 00

Total.....\$7,930,324 33

Liabilities—

Capital stock	\$6,000,000 00
Current liabilities	696,692 39
Profit and loss.....	1,233,631 94

Total.....\$7,930,324 33

EARNINGS IN WASHINGTON ONLY.

From all sources..... \$41,086 39

Note.—Books are not kept so as to show expense in Washington only.

INCOME ACCOUNT—ENTIRE LINE.

Gross receipts from operation.....		\$7,750,852 57
Less operating expenses.....	\$2,723,935 94	
Payments to railroad companies.....	4,580,849 63	
Taxes accrued	59,375 63	7,364,161 20
Operating income		\$386,691 37
Other income, interest on loans.....		83,492 38
Gross income		\$425,183 75
Dividend, 7½ per cent.....	\$450,000 00	
Deficit	24,816 25	\$425,816 25
Balance June 30, 1908.....		\$2,242,437 48
Sundry receipts applying to business of previous years.....		456,216 95
Opening equipment accounts.....		401,041 49
Materials and supplies.....		12,769 18
		\$3,112,465 10
Deficit for year ending.....	\$24,816 25	
Disbursements applying to business of previous years.....	1,831,463 75	
Deductions in value of real property and cars.....	22,553 16	
Balance credit June 30, 1909.....	1,233,631 94	\$3,112,465 10

SYNOPSIS OF THE ANNUAL REPORT OF THE PACIFIC COAST EXPRESS COMPANY, as Rendered to the Railroad Commission of Washington, for the year ending June 30, 1909.

HISTORY AND ORGANIZATION.

The Pacific Coast Express Company was organized March 30, 1903, under the laws of the State of Washington. The Pacific Coast Express Company is not a consolidated company.

<i>Names of Directors.</i>	<i>Postoffice Address.</i>	<i>Date of Expiration of Term.</i>
John Bagley.....	Tacoma, Wash.....	January 11, 1910
H. R. Williams.....	Seattle, Wash.....	January 11, 1910
E. M. Hayden.....	Tacoma, Wash.....	January 11, 1910

The total number of stockholders at the date of the last election was four, and date of last meeting for election of directors January 12, 1909. The postoffice address of the general office of the company is Tacoma, Wash.

<i>Names of Officers.</i>	<i>Title.</i>	<i>Location of Office.</i>
John Bagley.....	President	Tacoma, Wash
Edward Cookingham.....	Vice President.....	Portland, Ore.
E. M. Hayden.....	Sec'y and Treasurer.....	Tacoma, Wash.
Albert Cookingham.....	Asst. Sec'y and Treas.....	Tacoma, Wash.
Samuel Wilson.....	Auditor	Tacoma, Wash
E. C. Richmond.....	Acting Auditor.....	Tacoma, Wash

CAPITAL STOCK.

Number of shares authorized, 50.
 Par value of shares, \$100 each.
 Total par value authorized, \$5,000.
 Total amount issued and outstanding, \$5,000.
 Dividends declared, 24 per cent., \$1,400.

ANNUAL REPORT OF PACIFIC COAST EXPRESS COMPANY.

ROUTES OVER WHICH EXPRESS COMPANY OPERATES IN WASHINGTON.

NAMES OF RAILROADS	TERMINALS.		MILEAGE.
	From	To	In Washington.
Tacoma Eastern R. R. Co....	Tacoma	Glenavon.....	87.73

CONTRACTS AND AGREEMENTS WITH TRANSPORTATION LINES IN THE STATE OF WASHINGTON.

Paid for transportation facilities to—

Tacoma Eastern Railroad Company, 50 per cent. of gross receipts, \$5,648.92.

CURRENT ASSETS AND LIABILITIES—ENTIRE LINE.

Assets—

Cash	\$1,620 21
Due from agents.....	554 33
Due from solvent companies and individuals.....	103 59
Other cash assets (excluding materials and supplies).....	22 50
Total.....	\$2,300 63

Material and supplies, \$201.55.

Liabilities—

Audited vouchers and accounts.....	\$637 13
Wages and salaries.....	25 00
Replacement accounts	9 48
Total.....	\$671 65

BALANCE SHEET—ENTIRE LINE.

Assets—

Expenditures for equipment.....	\$188 23
Cash and current assets.....	2,300 63
Materials and supplies.....	201 55
Tacoma Eastern contract.....	5,000 00
Total.....	\$7,690 51

Liabilities—

Capital stock	\$5,000 00
Current liabilities	671 65
Profit and loss.....	2,018 86
Total.....	\$7,690 51

INCOME ACCOUNT—ENTIRE LINE.

Gross receipts from operation.....		\$11,287 56
Less payment to railroad companies.....	\$5,643 92	
Operating expenses	2,384 82	
Taxes accrued	551 88	8,530 12
Operating income		\$2,757 44
Miscellaneous income		25
Gross income		\$2,757 69
Dividends (24 per cent.).....		1,400 00
Balance credit June 30, 1909.....		\$1,357 69

TABLE NO. 1.
MILEAGE OF RAILROADS IN WASHINGTON, GIVING TERMINAL POINTS OF MAIN LINE, BRANCHES AND SPURS,
YEAR ENDING JUNE 30, 1909.

The following classification and order are observed in the roads given below:

1. Railroad line represented by capital stock:
 - A. Main line.
 - B. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
 2. Line operated under lease for specified sum.
 4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
 5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles.	Miles of line for each class of roads named.
	From	To		
1. Bellingham Bay & British Columbia Railroad.				
i. A. Main line.....	Bellingham.....	Glacier.....	44.16	44.16
i. B. Branches.....	Hampton.....	Lynden.....	5.81	17.54
Spurs.....			12.23	
2. Columbia & Puget Sound Railroad.				
i. A. Main line.....	Seattle.....	Franklin.....	83.62	83.62
i. B. Branches.....	Benton.....	Coal Creek.....	7.83	
	Maple Valley.....	Taylor.....	9.13	
	Black Diamond.....	Lawsco.....	2.83	
	Main line.....	Lake Washington.....	1.75	
	Main line.....	Kumnet.....	1.67	
	Walsh.....	Camp No. 4.....	1.95	24.16
3. Great Northern Railway.				
i. A. Main line.....	Idaho state line.....	Seattle.....	386.88	
	Colbert.....	Wauke.....	125.84	
	Northport.....	Pateron.....	7.47	
	Marcus.....	Leaurier.....	27.66	
	Danville.....	Republic.....	81.70	
	Cornwall.....	Midway.....	14.52	
	Molson.....	Chopaka.....	48.46	
	Everett.....	Blaine.....	89.10	
	Blaine.....	International boundary.....	2.98	
	Astoria.....	Rockport.....	57.72	792.26
	Billyard.....	Spokane.....	4.80	
	Republic.....	Eureka Gulch.....	9.80	14.10
5.....	Lowell.....	Deia.....	2.75	
	Seattle.....	Tacoma.....	37.90	40.60
Total mileage, 847.01				

4. Ilwaco Railroad.		5. Northern Pacific Railway.		6. Oregon Railroad & Navigation Co.	
1. A. Main line.	Total mileage, 23.65	1. A. Main line.	Total mileage, 23.65	1. B. Branches and spurs—	Total mileage, 1,779.25
Ilwaco Junction.....	15.26	Idaho state line.....	415.40	Palouse and Lewiston branch.....	1.21
Nahcotta.....	13.39	Tacoma.....	124.10	Farmlington branch.....	1.21
Megiet.....		Sumas.....	146.07	Genesee branch.....	1.21
		Tacoma.....	1.96	Sunnyside branch.....	1.21
		Walla.....	1.17	Roslyn branch.....	1.21
		Idaho state line.....	14.87	Buckley line.....	1.21
		Farmlington.....	84.04	Green River branch.....	1.21
		Idaho state line.....	6.80	Burnett branch.....	1.21
		Idaho state line.....	20.24	Wilkeson branch.....	1.21
		Grandview.....	20.09	Crocker branch.....	1.21
		Ronald.....	6.24	Oting branch.....	1.21
		Meeker.....	33.57	Snoqualmie branch.....	1.21
		End of track.....	14.79	Everett branch.....	1.21
		Pittsburg.....	3.53	Olympia branch.....	1.21
		Wilkeson and Fairfax.....	16.62	Grays Harbor branch.....	1.21
		Wingate.....	6.44	Elma branch.....	1.21
		Puyallup.....	7.46	Peninsular branch.....	1.21
		Sallal.....	39.19	Cosmopolis branch.....	1.21
		Everett.....	11.41	South Bend branch.....	1.21
		Gale.....	43.45	Darrington branch.....	1.21
		Ocoosa.....	66.14	Pendleton branch.....	1.21
		Simpson.....	34.73	Yacolt branch.....	1.21
		Moolips.....	1.81	Bellingham branch.....	1.21
		Cosmopolis.....	56.68	Monte Cristo.....	1.21
		South Bend.....	23.08	Tacoma tide flats.....	1.21
		Darrington.....	10.68	Dayton branch.....	1.21
		Oregon state line.....	27.29	Pleasant View branch.....	1.21
		Yacolt.....	22.74	Snake river branch.....	1.21
		Bellingham.....	42.12	Main line spurs.....	1.21
		Monte Cristo.....	24.11	Branch line spurs.....	1.21
		Black River junction.....	1.06	Spurs jointly owned.....	1.21
		Tide flats.....	86.20	Washington Central Railway.....	1.21
		Dayton.....	19.73	Great Northern.....	1.21
		Pleasant View.....	6.12	Spokane, Portland & Seattle.....	1.21
		Tracy.....	41.08	Less shown above.....	1.21
		Teco Ferry.....	66.10	Oregon Railroad & Navigation Co.....	1.21
			77.07		1.21
			47		47
			180.67		1.17
					2.26
					12
					shown above, 47

TABLE NO. 1.—MILEAGE OF RAILROADS IN WASHINGTON—CONTINUED.

NAME.	TERMINALS.		Miles.	Miles of line for each class of roads named.
	From	To		
6. North Yakima & Valley Railway.				
1. A. Main line.....	North Yakima.....	Natchez.....	14.00	14.00
Total mileage, 14.00				
7. Oregon Railroad & Navigation Co.				
1. A. Main line.....	Oregon state line.....	Wallula.....	6.35	
	Grange City junction.....	La Crosse.....	23.99	
	Farmington.....	Spokane.....	60.42	
	Winona.....	Seltice.....	47.84	
	La Crosse.....	Farmington.....	63.12	206.73
1. B. Branches and spurs.....	Oregon state line.....	Wallula.....	4.54	
	Wallula Walla.....	Grange City junction.....	52.11	
	Bolles.....	Turner.....	25.06	
	Starbuck.....	Pomeroy.....	39.00	
	Fairfield.....	Waverly.....	4.76	
	Tekoa.....	Idaho state line.....	2.13	118.60
	Connell.....	La Crosse.....	53.12	
	Colfax.....	State line.....	26.20	
	Wallula.....	Walla Walla.....	36.18	228.10
3. Snake River Valley Railroad.....	Wallula.....	Grange City junction.....	65.35	66.24
Total mileage, 501.07	Spokane Union Depot.....		.39	
8. Oregon & Washington Railroad.				
1. A. Main line.....	Wabash junction.....	Tono.....	6.10	6.10
Total mileage, 6.10				
9. Oregon, Washington & Idaho Railroad.				
1. A. Main line.....	Lewiston junction.....	State line.....	70.50	70.50
Total mileage, 70.50				
10. Port Townsend Southern Railroad.				
6. A. Main line.....	Olympia.....	Temah.....	15.00	
	Port Townsend.....	Quilcene.....	26.20	41.20
Total mileage, 41.20				
11. Seattle Southeastern Railway.				
1. A. Main line.....	Kangley.....	Camp 5 junction.....	4.30	4.30
Total mileage, 4.30				
12. Spokane International Railway.				
1. A. Main line.....	Spokane.....	Idaho state line.....	18.50	18.50
Total mileage, 18.50				

13. Spokane, Portland & Seattle Railway.					
1. A. Main line.....		Draw (center of Columbia river)	P. & S. junction	219.92	357.95
		Pasco.....	Snake River junction.....	26.11	
		Snake River junction.....	Marshall.....	111.92	
					42.25
1. B. Goldendale branch.....		Lyle.....	Goldendale.....	42.25	
5. Northern Pacific Railway.....		P. & S. junction.....	Pasco.....	1.04	
		Pasco.....	S. P. & S. main line.....	1.81	
		Marshall.....	Spokane.....	8.83	11.88
14. Spokane Union Depot Co.		{ From north line of Cataldo	{ North line of Lot 1, Sec. 12,		
1. A. Main line.....		avenue near intersection of	Twp. 25 N., R. 42 E. W. M.,		
		Division street, Spokane...	Spokane.....	2.55	2.55
15. Tacoma Eastern Railroad.		Tacoma.....	Glenavon.....	62.90	62.90
1. A. Main line.....		Salsic junction.....	McKenna.....	16.20	
1. B. Branch lines—		Tanwax junction.....	End of track.....	2.06	
McKenna branch.....		Kapowsin.....	Electron.....	2.10	
Tanwax branch.....		Park junction.....	Ashford.....	6.72	
Electron branch.....		East Creek junction.....	Ladd.....	2.91	
Ashford branch.....				11.40	40.41
East Creek branch.....					
Traffic spurs.....					
Total mileage, 108.81					
16. Washington, Idaho & Montana Railway.		Laird's.....	Idaho state line.....	2.80	2.80
1. A. Main line.....					
Total mileage, 2.80					
Total mileage in Washington.....					3,949.80

TABLE NO. 2.
MILEAGE OF RAILROADS IN THE STATE OF WASHINGTON FOR THE YEAR ENDING JUNE 30, 1909.

NAME OF RAILROAD COMPANY.	LINE REPRESENTED BY CAPITAL STOCK	YARD, TRACK AND SIDINGS, MILES.				NEW LINE CONSTRUCTED DURING YEAR—MILES.				Grand total, mileage operated, main line, branches and spurs leased lines, yard tracks, sidings and second track
		Main line.....	Branches and spurs	Proprietary lines, leased lines under contract trackage rights.....	Total yard tracks and sidings	Main line.....	Branches and spurs.....	Second track	Yard tracks and sidings.	
1 Bel. Bay & British Col. Ry.	44.16	17.54			8.27	2.07			.87	2.44 69.97
2 Col. & Puget Sound Railroad	33.62	24.16			15.89				8.58	79.56
3 Great Northern Railway	792.26	14.10		40.65	287.02				12.81	12,811,106.83
4 Ilwaco Railroad.....	13.89				2.70	13.39				31.85
5 Northern Pacific Railway.....	698.72	948.18	180.67	1.68	371.88	97.20		12.69	22.13	84,822,320.83
6 North Yakima and Valley Ry.	14.00			14.00						14.00
7 Oregon Railroad & Navigation Co.	206.78	228.10	66.24	501.07	80.87	29.86				576.42
8 Oregon & Washington Railroad	6.10			6.10	1.81					7.41
9 Ore., Wash., & Idaho Railroad	70.50			70.50	8.89					78.89
10 P. T. S. Railroad	41.20			41.20	1.83					48.03
11 Seattle Southeastern Ry.	4.80			4.80	.75					5.05
12 Spokane International Ry.	18.50			18.50	4.92				.84	23.42
13 S. P. & S. Ry.	400.20	42.25		3.88	71.89	4.81	7.72	49	83.92	542.12
14 Spokane Union Depot Co.	2.55			2.55						2.55
15 Tacoma Eastern Railroad	62.90	40.41		103.81	8.55	1.68				113.54
16 Wash., Idaho & Montana Ry.	2.80			2.80	3.88					5.63
Totals	2,426.69	1,814.74	196.91	57.69	767.60	142.85	38.94	13.18	123.65	594,745,020.70

TABLE NO. 2.
MILEAGE OF RAILROADS IN THE STATE OF WASHINGTON FOR THE YEAR ENDING JUNE 30, 1909.

NAME OF RAILROAD COMPANY.	LINE REPRESENTED BY CAPITAL STOCK		MILES LINES OF PROPRIETARY COMPANY		MILES LINES OPERATING UNDER LEASED CONTRACT OR TRackage RIGHTS		TOTAL MILEAGE, MAIN LINE, BRANCHES, SPURS, AND LEASED LINES		MILES SECOND TRACK	YARD, TRACK AND SIDINGS, MILES.		NEW LINE CONSTRUCTED DURING YEAR—MILES.		Total construction		Grand total, mileage operated, main line, branches and spurs, leased lines, yard tracks, sidings and second track	
	Miles main line	Miles branches and spurs								Main line	Branches and spurs	Second track	Yard tracks and sidings				
1 Bel. Bay & British Col. Ry.	44.16	17.54					61.70			8.27				2.44		69.97	
2 Col. & Puget Sound Railroad	33.62	24.16					57.78			15.89				3.58		79.66	
3 Great Northern Railway	792.26	14.10			40.65		847.01	19.49		237.02	3.31			12.81		1,106.83	
4 Ilwaco Railroad	13.89						28.65			2.70				13.39		81.85	
5 Northern Pacific Railway	698.72	948.18	130.67		1.68		1,779.25	57.90		371.88	97.20			22.13	94.822	320.83	
6 North Yakima and Valley Ry.	14.00						14.00								14.00		
7 Oregon Railroad & Navigation Co.	206.78	228.10	66.24				501.07			30.87	29.86					7.41	
8 Ore. Wash. & Idaho Railroad	70.50						70.50			1.31						78.89	
9 P. T. S. Railroad	41.20						41.20			8.89						48.08	
10 Seattle Southern Ry.	4.80						4.80			1.83						5.05	
11 Spokane International Ry.	18.50						18.50			4.92						23.42	
12 S. P. & S. Ry.	400.20	42.25			3.58		445.71	.49		71.89	4.81			.84		542.12	
13 Spokane Union Depot Co.	2.55				11.38		2.55					42.25		.49	83.92	526.86	
14 Tacoma Eastern Railroad	62.90	40.41					103.31			8.55	1.68					118.54	
15 Wash., Idaho & Montana Ry.	2.80						2.80			3.83						5.63	
Totals	2,426.69	1,814.74	196.91		57.59		995.98	77.88		767.60	142.85			13.18	123.65	594.745	920.70

TABLE NO. 2.

REFERENCE ON PAGE 1

TABLE No. 8.
TAXES AND ASSESSMENTS OF ALL KINDS FOR ALL LINES, STATE OF WASHINGTON, YEAR ENDING JUNE 30, 1909,
OWNED BY REPORTING COMPANIES, AND PROPRIETARY LINES.

	NAME OF RAILROAD COMPANY	Advalorem tax on the value of real and personal property	On property owned, not used in operation and miscel- laneous.	Total	Mileage of line operated in Washington (Single track)	Per mile of line operated road (Single track)
1	Bellingham Bay & British Columbia Railroad.....	\$12,375 64	\$179 03	\$12,554 67	61.70	\$200 57
2	Columbia & Puget Sound Railroad.....	38,694 86	.....	38,694 86	57.78	669 69
3	Great Northern Railway.....	669,082 21	.....	669,082 21	817.74	818 15
4	Ilwaco Railroad.....	2,862 96	.....	2,862 96	28.65	99 98
5	Northern Pacific Railway.....	944,351 21	126,552 18	1,070,903 39	1,665.03	567 17
6	North Yakima & Valley Railway.....	1,012 67	.....	1,012 67	14.00	72 33
7	Oregon Railroad & Navigation Company.....	118,187 00	.....	118,187 00	503.62	234 67
8	Oregon & Washington Railroad.....	151 65	.....	151 65	6.10	24 86
9	Oregon, Washington & Idaho Railroad.....	9,296 54	.....	9,296 54	70.50	131 87
10	Port Townsend Southern Railroad.....	8,219 97	.....	8,219 97	41.20	199 51
11	Seattle Southeastern Railway.....	648 65	.....	648 65	4.80	150 85
12	Spokane International Railway.....	2,738 80	15 00	2,753 80	18.50	148 04
13	Spokane, Portland & Seattle Railway.....	99,353 81	.....	99,353 81	400.20	248 26
14	Spokane Union Depot Company.....	(Taxes paid by operating companies.)	.....	.....	.....	.....
15	Tacoma Eastern Railroad.....	24,001 20	.....	24,001 20	103.31	232 82
16	Washington, Idaho & Montana Railway.....	1,844 29	.....	1,844 29	8.33	408 69
	Totals.....	\$1,932,271 46	\$126,746 21	\$2,059,017 67	3,795.96	* \$509 03

* Average.

TABLE No. 5.

STATEMENT OF CAPITAL STOCK AND BONDED INDEBTEDNESS, ENTIRE LINE, FOR
YEAR ENDING JUNE 30, 1909.

NAME OF RAILROAD COMPANY.	Capital stock.....	Dividends during year....	Funded debt, mortgage bonds, miscellaneous obligations and income bonds.....	Interest accrued during year.....	Interest paid during year.....
1 B.B. & B.C.R.R. Co...	\$1,000,000 00	None	\$659,000 00	\$32,950 00	\$32,950 00
2 C. & P. S. R. R. Co...	1,000,000 00	\$268,086 79	.....	.....	.....
3 G. N. Ry. Co.....	209,943,000 00	14,690,670 75	207,132,489 89	9,006,071 41	8,974,191 08
4 Ilwaco R. R. Co.....	152,500 00	None	305,000 00	18,800 00	18,800 00
5 N. P. Ry. Co.....	245,613,000 00	14,104,790 00	299,061,000 00	4,172,701 07	4,172,701 07
6 N. Y. & V. Ry.....	1,000,000 00	None	None	None	None
7 O. R. & N. Co.....	35,000,000 00	4,356,825 00	23,380,800 00	374,698 23	909,000 00
8 O. & W. R. R. Co....	1,000,000 00	None	None	None	None
9 O., W. & I. R. R. Co.	1,000,000 00	None	None	None	None
10 P. T. S. R. R. Co...	3,000,000 00	None	912,000 00	54,720 00	None
11 S. S. Ry. Co.....	100,000 00	None	None	None	None
12 S. I. Ry. Co.....	4,200,000 00	None	4,200,000 00	210,000 00	210,000 00
13 S. P. & S. Ry. Co....	24,000,000 00	issued and delivered to the N. P. and G. N. Ry. com- panies under contract for construction which is not fully completed.			
14 S. U. D. Co.....	125,000 00	None	None	None	None
15 T. E. R. R. Co.....	1,500,000 00	None	884,000 00	44,200	44,200 00
16 W., Ida. & Mont....	1,000,000 00	None	None	None	None
Totals.....	\$529,633,500 00	\$33,420,372 54	\$586,524,239 39	\$14,358,911	\$14,361,342 15

TABLE NO. 5—Concluded.

STATEMENT OF CAPITAL STOCK AND BONDED INDEBTEDNESS, ENTIRE LINE, FOR
YEAR ENDING JUNE 30, 1909.—Concluded.

Apportionment of out- standing obligations.		Amount per mile of line.		Total capital stock and bonded indebtedness....	Proportion of capital stock and bonded in- debtedness to mileage in Washington.....	Mileage in Washington...
To railroads.....	To other prop- erties.....	Miles.....	Amount.....			
1 \$1,659,000 00	61.70	\$26,888 00	\$1,659,000 00	\$1,659,000 00	61.70
2 1,000,000 00	57.78	17,807 00	1,000,000 00	1,000,000 00	57.78
3 † 802,961,989 89	\$114,118,500 00	6,878.87	44,078 00	417,075,489 39	85,542,788 08	806.26
4 457,500 00	28.65	15,969 00	457,500 00	457,500 00	28.65
5 * 544,664,000 00	6,218.84	70,278 00	544,664,000 00	115,740,888 20	1,646.90
6 1,000,000 00	14.00	71,428 00	1,000,000 00	1,000,000 00	14.00
7 58,880,800 00	1,142.28	51,112 00	58,880,800 00	22,225,080 96	484.88
8 1,000,000 00	6.10	.....	1,000,000 00	1,000,000 00	6.10
9 1,000,000 00	72.08	13,888 00	1,000,000 00	978,751 80	70.50
10 8,912,000 00	41.20	94,962 00	8,912,000 00	8,912,000 00	41.20
11 100,000 00	4.80	23,255 81	100,000 00	100,000 00	4.80
12 8,400,000 00	140.80	59,600 00	8,400,000 00	1,108,710 00	18.50
13
14 125,000 00	2.55	49,019 00	125,000 00	125,000 00	2.55
15 2,884,000 00	108.31	23,076 00	2,884,000 00	2,884,000 00	108.31
16 1,000,000 00	48.47	20,631 00	1,000,000 00	48,451 30	2.80
\$928,044,289 89	\$114,118,500 00	15,215.58	.....	\$1,042,157,739 39	\$187,277,018 04	3,699.18

* Includes \$107,613,500 collateral trust bonds not a lien on N. P. mileage.

† Excludes \$107,613,500 collateral trust bonds not a lien on G. N. mileage.

TABLE NO. 7.
STATISTICS OF FREIGHT TRAFFIC OF THE RAILROADS IN WASHINGTON FOR THE YEAR ENDING JUNE 30, 1909.

NAME OF RAILROAD COMPANY.		Tons of freight-carried	Tons of freight-carried one mile.	Average distance of haul, miles.	Total freight revenue.	Average receipts per ton per freight mile.	Average revenue per ton per freight mile.	Freight revenue per mile of road train per year.
1	Bellingham Bay & British Columbia Railroad.....	214,985	4,461,200	20.75	\$147,724.28	\$.08714	\$.08311	\$2,428,083.38150
2	Columbia and Puget Sound Railroad.....	1,005,702	25,494,820	25.29	502,991.16	.50014	.01978	8,705.28 6.04150
3	Great Northern Railway.....	2,652,874	471,970,806	177.91	4,838,406.07	1.82884	.01025	5,949.42 4.08765
4	Ilwaco Railroad.....	25,619	867,884	15.36	22,120.58	1.94997	.08786	772.10 .76528
5	Northern Pacific Railway.....	8,891,182	1,858,967,829	161.95	13,756,548.11	1.68941	.01012	8,688.99 8.81722
6	North Yakima & Valley Railway.....	19,482	202,409	10.39	19,198.65	.98545	.09485	1,871.38
7	Oregon Railroad & Navigation Co.....	1,191,189	129,811,278	113.84	.....	.....	.....	.....
8	Oregon & Washington Railroad.....	61,501	860,546	6.10	11,728.82	.19048	.08174	1,954.80 8.24718
9	Oregon, Washington & Idaho Railroad.....	94,055	2,021,563	59.36	40,091.87	1.17725	.01983	556.59 .84229
10	Port Townsend Southern Railroad.....	38,796	825,982	8.40	20,207.78	.52087	.06199	490.48 .87548
11	Seattle Southeastern Railway.....	328	1,877	4.20	257.61	.78339	.18708	59.90 .62831
12	Spokane International Railway.....	278,804	5,061,778	18.45	87,567.11	.81982	.01788	4,733.36 6.45062
13	Spokane, Portland & Seattle Railway.....	444,574	88,368,557	198.76	842,542.07	1.89517	.00954	2,917.49 8.66292
14	Spokane Union Depot Co. (not an operating Co.).....	.....	.....	.....	.....	.....	.....	.....
15	Tacoma Eastern Railroad.....	701,184	14,170,069	20.21	246,782.72	.85188	.01741	2,388.28 2.21085
16	Washington, Idaho & Montana Railway.....	155,918	385,500	2.47	16,845.80	.10804	.04869	7,824.27 8.78642
Totals.....		15,211,178	2,101,395,598*	128.15	\$20,552,987.08	.....	.....	.....

* Average.

TABLE NO. 8.
STATISTICS OF PASSENGER TRAFFIC OF THE RAILROADS IN WASHINGTON FOR YEAR ENDING JUNE 30, 1909.

NAME OF RAILROAD COMPANY.	Number of revenue passengers carried.	Number* passengers carried one mile.	Ave. distance passengers were carried miles.	Total revenue from passenger fares.	Average receipts per passenger.	Ave. receipts per passenger mile.	Total passenger train revenue.	Passenger service train revenue per mile of road.	Passenger service train revenue per mile.
1 Bellingham Bay & British Columbia Railroad.....	80,126	2,010,381	25.09	\$58,960 70	\$.78585	\$.02988	\$64,765 08	\$1,064 84	\$1.09900
2 Columbia & Puget Sound Railroad.....	99,781	2,129,846	21.85	57,062 00	.57216	.02680	66,796 92	1,156 06	.86869
3 Great Northern Railway	1,650,576	94,458,787	57.23	2,422,741 79	1.46782	.02555	2,871,039 08	3,470 96	1.94921
4 Ilwaco Railroad.....	66,888	846,489	12.75	81,817 82	.47191	.08700	83,069 42	1,155 30	1.24485
5 Northern Pacific Railway.....	3,540,564	242,861,613	68.59	5,995,387 85	1.69834	.02469	6,738,969 92	4,228 31	2.18227
6 North Yakima & Valley Railway.....	89,648	445,674	11.24	16,357 05	.41255	.08670	16,967 21	1,211 28	.....
7 O. R. & N. Co. (failed to report Wash. business).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Oregon & Washington Railroad.....	1,702	10,212	6.00	388 80	.19877	.03313	371 87	61 98	.10296
9 *Oregon, Washington & Idaho Railroad (entire line)	20,558	1,284,724	60.08	36,644 57	1.76238	.02968	40,803 42	566 48	.58289
10 Port Townsend Southern Railroad.....	25,207	366,408	14.54	16,907 21	.67073	.04614	19,001 36	461 20	.68815
11 †Seattle Southeastern Railway .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12 Spokane International Railway	82,578	1,621,254	18.42	43,294 28	.52859	.02842	44,148 80	2,886 89	1.49059
13 †Spokane, Portland & Seattle Railway (entire line)	174,128	10,700,585	61.45	269,322 17	1.54678	.02517	300,068 67	1,089 16	.87425
14 Spokane Union Depot Co. (not an operating Co.) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 Tacoma Eastern Railroad.....	94,152	2,270,069	24.11	82,320 97	.87494	.08628	92,186 86	892 83	1.36292
16 Washington, Idaho & Montana Railway	30,498	81,272	2.67	3,942 00	.12651	.04950	4,213 55	1,578 01	.94707
Totals.....	5,905,811	358,336,709	160.78	\$9,094,586 16	\$1.52977	.....	\$10,290,471 02	.....	.....

*Line 72.08 miles, of which 70.50 are in Washington.

†Logging road.

‡Operated 421.84 miles, of which 411.68 are in Washington.

Average.

TABLE NO. 9.—CLASSIFICATION OF ACCIDENTS TO PERSONS ON RAILWAYS IN WASHINGTON FOR YEAR ENDING JUNE 30, 1909.
Table "A"—Accidents Resulting From the Movement of Trains, Locomotives or Cars. Railway Employees.

KIND OF ACCIDENT	Trainmen		Switch and Crossing Tenders and Watchmen.		Stationmen		Shopmen		Track Men		Telegraph Employees		Other Employees		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling or uncoupling.....	2	28													3	24
Collisions.....	4	26											1		6	26
Deraillments.....	4	17											2		7	19
Parting of trains.....	1	3													1	8
Locomotives or cars breaking down.....																
Falling from trains, locomotives or cars.....	4	43													4	48
Jumping on or off trains, locomotives or cars.....		37													7	45
Struck by trains, locomotives or cars.....		3		1											6	12
Overhead obstructions.....		3		3											1	4
Other causes.....	3	110	1												1	132
Total.....	21	265	1	4					5	13			1	9	36	318
Average number employed during year.	3,099		244		1,755		8,831		6,537		550		2,415		17,981	

TABLE NO. 9.—CLASSIFICATION OF RAILWAY ACCIDENTS IN WASHINGTON, YEAR ENDING JUNE 30, 1909.

Table "A"—Accidents Resulting From the Movement of Trains, Locomotives or Cars. Other Than Employees.

KIND OF ACCIDENT	Passengers				Postl Clks, Expressmen, Messengers, Pullman Employees, Etc.				Trespassing				Not Trespassing				Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Collisions.....																		
Deraillments.....																		
Parting of trains.....		55		37														
Locomotives or cars breaking down.....																		
Falling from trains, locomotives or cars.....		4																
Jumping on or off trains, locomotives or cars.....		1		6														
Struck by trains, locomotives or cars.....																		
At highway crossings.....																		
At stations.....																		
At other points along tracks.....																		
Other causes.....		22																
Total.....	1	124	2	10	89	89	4	29	93	118								

TABLE NO. 9—CLASSIFICATION OF RAILWAY ACCIDENTS IN WASHINGTON, YEAR ENDING JUNE 30, 1909.
Table "B"—Accidents Arising From Causes Other Than From the Movement of Trains, Locomotives or Cars.

KIND OF ACCIDENT	RAILWAY EMPLOYEES										OTHER PERSONS					
	Stationmen		Shopmen		Trackmen		Other Employees		Total		Passengers		PostOffice Messengers, Pullman Car Employees, Etc.		Other Persons	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Handling traffic.....	4						6		10							
Handling tools, machinery, etc.....				59		6		10		75						
Handling supplies, etc.....				15		6		1		31						
Getting on or off locomotives or cars at rest.....				3		1		4		4						
Other causes.....				14		22		4		61						
Totals.....	4			91		38		5		186						

SUMMARY OF TABLES "A" AND "B."

SUMMARY OF TABLE "A"	TOTAL		SUMMARY OF TABLE "B"				TOTAL	
	Killed	Injured					Killed	Injured
Railway employees.....	36	313	Railway employees.....				5	186
Passengers.....	1	194	Passengers.....					8
Postal clerks, etc.....	2	10	Postal clerks, etc.....					
Other persons.....	93	118	Other persons.....					
Total.....	132	555	Total.....				5	194

TABLE NO. 10.—THE RAILROAD COMMISSION OF WASHINGTON—FINANCIAL STATEMENT, 1909.
January 1 to December 31, inclusive.

	Commis- sioners	Secretary.	Rate expert.	Inspector.	Engineer.	Official stenog- rapher.	Account- ant.	Telephone and telegraph.	Contingent fund.	Total.
Balance January 1, 1909.....	8,000 00	500 01	574 02	.....	500 00	.....	.....	.....	\$157 17	\$4,731 20
Emergency appropriation.....	.....	.....	.....	\$574 02	.....	.....	\$533 33	.....	892 65	2,000 00
Regular appropriation.....	24,000 00	4,000 00	6,000 00	6,000 00	4,800 00	\$3,000 00	\$3,600 00	\$5,000 00	27,400 00	\$3,800 00
Total.....	\$27,000 00	\$4,500 01	\$6,574 02	\$6,574 02	\$5,300 00	\$3,000 00	\$4,133 33	\$5,000 00	\$28,449 82	\$30,531 20
Salaries.....	12,000 00	666 67	2,629 56	2,629 56	2,222 22	1,250 00	1,533 33	.....	.....	22,906 34
Expenses itemized below.....	.....	.....	.....	.....	.....	.....	.....	1,087 38	10,172 42	11,259 80
Balance.....	\$15,000 00	\$3,833 34	\$3,944 46	\$3,944 46	\$3,077 78	\$1,775 00	\$2,600 00	\$3,912 62	\$18,277 40	\$56,365 06

ITEMIZED EXPENSES:

Salaries of clerks, stenographers and typewriters.....	\$3,880 70
Expenses of hearings.....	3,106 54
Supplies and incidentals.....	800 58
Books, furniture and fixtures.....	245 94
Maps.....	153 00
Inspector's traveling expenses.....	1,113 75
Expenses not included in above.....	1,959 29
Total.....	\$11,259 80

Telephone and Telegraph fund.....	\$1,087 38
Contingent fund.....	10,172 42
Total.....	\$11,259 80

Cash collections by Commission covered into State Treasury..... \$499 90

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